

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

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South (East) Limited**

**Dogger Bank South Offshore
Wind Farms**

**The Applicants' Responses to April 2025 Hearing
Action Points**

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Glossary

Term	Definition
Allision	The act of striking or collision of a moving vessel against a stationary object.
Array Areas	The DBS East and DBS West offshore Array Areas, where the wind turbines, offshore platforms and array cables would be located. The Array Areas do not include the Offshore Export Cable Corridor or the Inter-Platform Cable Corridor within which no wind turbines are proposed. Each area is referred to separately as an Array Area.
Baseline	The existing conditions as represented by the latest available survey and other data which is used as a benchmark for making comparisons to assess the impact of the Projects.
Biodiversity Net Gain	An approach to development that leaves biodiversity in a better state than before. Where a development has an impact on biodiversity, developers are encouraged to provide an increase in appropriate natural habitat and ecological features over and above that being affected to ensure that the current loss of biodiversity through development will be halted and ecological networks can be restored.
Collision	The act or process of colliding (crashing) between two moving objects.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Dogger Bank South (DBS) Offshore Wind Farms	The collective name for the two Projects, DBS East and DBS West.
Effect	Term used to express the consequence of an impact. The significance of an effect is determined by correlating the magnitude of the impact with the value, or sensitivity, of the receptor or resource in accordance with defined significance criteria.
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).

Term	Definition
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.
Glacial till	Poorly sorted, non-stratified and unconsolidated sediment carried or deposited by a glacier.
Gravel	Loose, rounded fragments of rock larger than sand but smaller than cobbles. Sediment larger than 2mm (as classified by the Wentworth scale used in sedimentology).
Habitats Regulations	Conservation of Habitats and Species Regulations 2017 and Conservation of Offshore Marine Habitats and Species Regulations 2017.
Habitats Regulations Assessment (HRA)	The process that determines whether or not a plan or project may have an adverse effect on the integrity of a European Site or European Offshore Marine Site.
Haul Road	The track along the Onshore Export Cable Corridor used by traffic to access different sections of the onshore export cable route for construction.
Heavy Goods Vehicle (HGV)	HGV is the term for any vehicle with a Gross Weight over 3.5 tonnes. This is also used as a proxy for HGVs and buses / coaches recognising the similar size and environmental characteristics of the respective vehicle types.
Impact	Used to describe a change resulting from an activity via the Projects, i.e. increased suspended sediments / increased noise.
Jointing Bays	Underground structures constructed at regular intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	The point on the coastline at which the Offshore Export Cables are brought onshore, connecting to the onshore cables at the Transition Joint Bay (TJB) above mean high water.
Landfall Zone	The generic term applied to the entire landfall area between Mean Low Water Spring (MLWS) and the Transition Joint Bays (TJBs) inclusive of all construction works, including the landfall compounds, Onshore

Term	Definition
	Export Cable Corridor and intertidal working area including the Offshore Export Cables.
Light Vehicle (LV)	The term 'light vehicle' is used to describe the range of vehicles that would be used by construction employees, i.e. cars, vans, pick-ups, minibuses, etc.
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.
Marine Guidance Note (MGN)	A system of guidance notes issued by the Maritime and Coastguard Agency which provide significant advice relating to the improvement of the safety of shipping at sea, and to prevent or minimise pollution from shipping.
Mean Low Water Springs (MLWS)	MLWS is the average of the heights of two successive low waters during a 24 hour period.
Movement	A single trip (i.e. the arrival or departure from site) for the transfer of employees or delivery of goods.
National Policy Statement (NPS)	A document setting out national policy against which proposals for NSIPs will be assessed and decided upon.
Nationally Significant Infrastructure Project (NSIP)	Large scale development including power generating stations which requires development consent under the Planning Act 2008. An offshore wind farm project with a capacity of more than 100 MW constitutes an NSIP.
Navigational Risk Assessment (NRA)	A document which assesses the hazards to shipping and navigation of a proposed Offshore Renewable Energy Installation based upon Formal Safety Assessment.
Offshore Development Area	The Offshore Development Area for ES encompasses both the DBS East and West Array Areas, the Inter-Platform Cable Corridor, the Offshore Export Cable Corridor, plus the associated Construction Buffer Zones.
Offshore Export Cables	The cables which would bring electricity from the offshore platforms to the Transition Joint Bays (TJBs).

Term	Definition
Onshore Converter Stations	A compound containing electrical equipment required to transform HVDC and stabilise electricity generated by the Projects so that it can be connected to the electricity transmission network as HVAC. There will be one Onshore Converter Station for each Project.
Onshore Development Area	The Onshore Development Area for ES is the boundary within which all onshore infrastructure required for the Projects would be located including Landfall Zone, Onshore Export Cable Corridor, accesses, Temporary Construction Compounds and Onshore Converter Stations.
Onshore Export Cable Corridor	This is the area which includes cable trenches, haul roads, spoil storage areas, and limits of deviation for micro-siting. For assessment purposes, the cable corridor does not include the Onshore Converter Stations, Transition Joint Bays or temporary access routes; but includes Temporary Construction Compounds (purely for the cable route).
Onshore Export Cables	Onshore Export Cables take the electric from the Transition Joint Bay to the Onshore Converter Stations.
Onshore Substation Zone	Parcel of land within the Onshore Development Area where the Onshore Converter Station infrastructure (including the haul roads, Temporary Construction Compounds and associated cable routeing) would be located.
Order Limits	The limits within which the Projects may be carried.
Ordinary watercourse	Rivers which are not Main Rivers are called 'ordinary watercourses'. Lead local flood authorities, district councils and internal drainage boards carry out flood risk management work on ordinary watercourses.
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.
Planning Inspectorate (PINS)	The agency responsible for operating the planning process for Nationally Significant Infrastructure Projects (NSIPs).
Preliminary Environmental Information Report	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.

Term	Definition
Receptor	A distinct part of the environment on which effects could occur and can be the subject of specific assessments. Examples of Receptors include species (or groups) of animals, plants, people (often categorised further such as 'residential' or those using areas for amenity or recreation), watercourses etc.
Sand	Sediment particles, mainly of quartz with a diameter of between 0.063mm and 2mm. Sand is generally classified as fine, medium or coarse.
Sequential Scenario	A potential construction scenario for the Projects where DBS East and DBS West are constructed with a lag between the commencement of construction activities. Either Project could be built first.
Setting	The NPPF identifies setting as that which encompasses an asset's surroundings in which it is experienced. The extent of setting is not fixed and can contribute both positively and negatively to the heritage significance of an asset.
Special Area of Conservation (SAC)	Strictly protected sites designated pursuant to Article 3 of the Habitats Directive (via the Habitats Regulations) for habitats listed on Annex I and species listed on Annex II of the Directive
Special Protection Area (SPA)	Strictly protected sites designated pursuant to Article 4 of the Birds Directive (via the Habitats Regulations) for species listed on Annex I of the Directive and for regularly occurring migratory species
Temporary Construction Compound (TCC)	An area set aside to facilitate construction of the Projects. These will be located adjacent to the Onshore Export Cable Corridor and within the Onshore Substation Zone, with access to the highway.
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).
Vehicle (HGV, Traffic) trips	A vehicle movement (i.e. the arrival or departure from site) for the transfer of employees or delivery of goods.
Wind turbine	Power generating device that is driven by the kinetic energy of the wind.

Acronyms

Acronym	Definition
ADR	Alternative Dispute Resolution
ALO	Agricultural Liaison Officer
ANS	Artificial Nesting Structure
BHP	BHP Billiton Petroleum Great Britain Limited
BNH	Beverley and North Holderness
BS	British Standard
CAH2	Compulsory Acquisition Hearing
CFWG	Commercial Fisheries Working Group
DAS	Design and Access Statement
dB	Decibel
DBS	Dogger Bank South
DCO	Development Consent Order
DML	Deemed Marine Licence
EIA	Environmental Impact Assessment
ERYC	East Riding of Yorkshire Council
ES	Environmental Statement
ExA	Examining Authority
FLCP	Fisheries Liaison and Coexistence Plan
FLOWW	Fishing Liaison with Offshore Wind and Wet Renewables Group
HAP	Humber Archaeology Partnership
HGV	Heavy Goods Vehicle
HRA	Habitats Regulations Assessment

Acronym	Definition
IDB	Internal Drainage Board
IEMA	Institute of Environmental Management and Assessment
IPMP	In-Principle Monitoring Plan
ISH ₃	Issue Specific Hearing 3
ISH ₄	Issue Specific Hearing 4
ISH ₅	Issue Specific Hearing 5
LDC	Land Drainage Consultancy
LGS	Local Geological Sites
LHA	local highway authority
LV	Light Vehicle
LVIA	Landscape and Visual Impact Assessment
MCA	Maritime and Coastguard Agency
MGN	Marine Guidance Note
MLWS	Mean Low Water Springs
MMO	Marine Mammal Organisation
MSA	Mineral Safeguarded Area
NE	Natural England
NFFO	National Federation of Fishermen's Organisation
NPS	National Policy Statement
NRA	Navigational Risk Assessment
NSIPs	Nationally Significant Infrastructure Projects
NZNSS	Net Zero North Sea Storage Limited
OCocP	Outline Code of Construction Practice

Acronym	Definition
OCPRP	Outline Communications and Public Relations Procedure
OCTMP	Outline Construction Traffic Management Plan
OEMP	Outline Ecological Management Plan
OLMP	Outline Landscape Management Plan
OSMP	Outline Soil Management Plan
PRoW	Public Right of Way
RIAA	Report to Inform Appropriate Assessment
RIGS	Regionally Important Geological Site
SAC	Special Area of Conservation
SIP	Site Integrity Plan
SNS	Southern North Sea
SPA	Special Protection Area
SuDs	Sustainable Drainage Systems
SWMP	Surface Water Management Plan
TCC(s)	Temporary Construction Compound(s)
UK	United Kingdom

1 Introduction

1. The Compulsory Acquisition Hearing (CAH2) and Issue Specific Hearings 3 Offshore environmental matters (ISH3), 4 Onshore environmental matters (ISH4) and 5 offshore coastal processes, marine ecology and the Habitats Regulations Assessment (HRA) (ISH5) for the Dogger Bank South (DBS) East and DBS West (collectively referred to as the 'Projects') were held by the Examining Authority (ExA) virtually on 7th - 10th April 2025.
2. The Action Points from CAH2 [EV7-002], ISH3 [EV8-010], ISH4 [EV9-002] and ISH5 [EV10-002] were published by the Planning Inspectorate.
3. This document outlines how RWE Renewables UK Dogger Bank South (West) Limited and RWE Renewables UK Dogger Bank South (East) Limited ('the Applicants') for the Projects have addressed each of the Actions Points.
 - Section 2 – CAH2;
 - Section 3 – ISH3 (Offshore topics);
 - Section 4 – ISH4 (Onshore topics); and
 - Section 5 – ISH5 (Offshore topics).

2 Responses to Compulsory Acquisition Hearing 2 Action Points

Table 2-1 The Applicants' Responses to the Examining Authority's CAH2 Action Points [EV7-002] held on Monday 7th April 2025

Action No.	Action	Applicants' Response
3	Respond to the points made by Mr Glover in his oral submission once these have been submitted in writing.	The Applicants will provide this information at Deadline 5.
5	Provide response to East Yorkshire Concrete Products Ltd/ Mr Alexander Douglas Robinson response to your [REP2-057].	The Applicants will provide this information at Deadline 5.
7	Provide a written update with regards to the progress in securing voluntary agreements with other land interests who have not objected to the acquisition or possession of their land.	Full responses provided in the two The Applicants' Written Summary of Oral Submissions made at CAH2 and in the updated Land Rights Tracker (Revision 5) [document reference 10.4].
8	Provide update on the progress made in securing private agreements with regards to those undertakers who had raised concerns regarding their offshore assets.	<p>A meeting was held with BHP Billiton Petroleum Great Britain Limited (BHP) on 18th April 2025 to discuss agreements. The Applicants are in the process of preparing a short form agreement with this Interested Party with the intention that it is agreed in the near future.</p> <p>Communications with Net Zero North Sea Storage Limited ('NZNSS') have been renewed as of 24/3/25, within which NZNSS confirmed that the agreement provided to them for review by the Applicants concerning the Northern Endurance interface in December 2023 remains under review. The Applicants are seeking a meeting with this interested party to further progress this matter and discussions relating to the developing CSO25 carbon capture and storage project.</p> <p>The Applicants are engaged with INEOS UK SNS Limited and will continue to engage in relation to any agreements required to manage interactions with existing assets.</p> <p>The Applicants are engaged with Kellas North Sea 2 Limited and will continue to engage in relation to any agreements required to manage interactions with existing assets.</p> <p>The Applicants are in discussions with DBA Projco and DBB Projco to agree a Proximity Agreement to manage potential interactions offshore between respective construction and cable corridors.</p> <p>The Applicants have agreed Heads of Terms with Orsted Hornsea Project Four in relation to a Cooperation Agreement to manage onshore and offshore interactions between respective projects. The Applicants will shortly be providing a draft agreement for consideration.</p>
9	If agreement has not been reached, provide explanation as to why it is considered that a protective provision for National Gas' offshore assets would not be appropriate and how these assets would be protected.	<p>To the best of the Applicants knowledge National Gas have no assets offshore with which the Projects have any interface, and none were noted within Fisher German LLP on behalf of National Gas Transmission [RR-017]. The assets referred to in this representation are onshore assets. As a result, no protective provisions are proposed for the purpose suggested in relation to offshore activities.</p> <p>The Applicants are continuing to engage with National Gas to agree a form of Protective Provisions to manage interactions with onshore assets.</p>
10	If agreement has not been reached, relevant statutory parties on the drafting of bespoke protective provisions to submit their preferred drafting for the protective provisions with a detailed explanation as to why these would be necessary.	The Applicants note this action and will continue to engage with the relevant statutory undertakers to try and agree the bespoke Protective Provisions.

Action No.	Action	Applicants' Response
11	Review the drafting of any outstanding protective provisions submitted at Deadline 7 and submit a section 127/ 138 case setting out why the Development Consent Order (DCO) as drafted would ensure adequate protection of the relevant statutory undertakers assets.	The Applicants will be submitting a section 127/ 138 case at Deadline 8, setting out why the Development Consent Order (DCO) as drafted would ensure adequate protection of the relevant statutory undertaker's assets. The Applicants would like to propose that this is discussed as an agenda item during the next round of Compulsory Acquisition Hearings.
12	Provide copy of the correspondence received from National Highways confirming that the Secretary of State for Transport no longer has a land interest in plot 18-006.	<p>The Applicants have provided an email chain containing permission from National Highways (on behalf of the Secretary of State for Transport) to send the email correspondence to the ExA to confirm that they no longer have any interest in plot 18-006. This is in Appendix A to this document.</p> <p>To confirm title number YEA54085, The A1079 Trunk Road (County Boundary to Dunswell Drain (De-trunking) Order 2003 which is referred to in the emails includes plot 18-006. This road has now been de trunked so is no longer part of the trunk road network.</p> <p>By virtue of Section 265 of the Highways Act 1980, the de-trunking order has transferred ownership of the highway and the subsoil of the A1079 to the local highway authority (LHA). This means that ownership vests in the LHA even though the Secretary of State for Transport remains the registered owner. The transfer of registered proprietorship is just an administrative exercise that has not yet been undertaken.</p>
13	If Crown Consent has not been secured provide a section 135 case setting out how the project could progress if all the Crown land had to be removed from the Order land.	The Applicants will provide this information at Deadline 8.
14	Applicants to consider whether they would be able to provide a table setting out the actual overall costs of other offshore wind farm schemes adjusted for inflation to enable the ExA to understand whether the estimated costs are realistic.	The Applicants have provided this information in an updated Funding Statement (Revision 4) [document reference 4.4] submitted at Deadline 4.
15	Review whether estimated costs of £7 billion to deliver the scheme is still realistic or needs to be adjusted for inflation or the effects of world events on the cost of materials etc.	The Applicants have provided this information in an updated Funding Statement (Revision 4) [document reference 4.4] submitted at Deadline 4.
17	Submit further evidence on the sound credit rating for both of the applicants and copies of their most recent published accounts/ financial statements.	The Applicants have provided this information in an updated Funding Statement (Revision 4) [document reference 4.4] submitted at Deadline 4.

3 Responses to Issue Specific Hearing 3 Action Points

Table 3-1 The Applicants' Responses to the Examining Authority's ISH3 Action Points [EV8-010] held on Tuesday 8th April 2025

Action No.	Action	Applicants' Response
1	To submit a copy of the updated helicopter access study	The updated Appendix 15-3 Helicopter Access Report (Revision 2) [document reference: 7.15.15.3] has been submitted at Deadline 4.
2	Update the information provided in Environmental Statement (ES) Chapter 15 [APP-125] to reflect the consultation with offshore platform and helideck operators since the application was submitted regarding the mitigation for aviation obstacle environment effects by the proposed development.	An updated version of Chapter 15 Aviation and Radar [APP-125] will be submitted at Deadline 7 to include the requested detail regarding mitigation for aviation obstacle environment effects by the Projects.
3	To submit their position and evidence as to why the maximum height of the proposed turbine blade tips could not be reduced to avoid adverse effects on the operation of military radar without affecting the installed generating capacity of the proposed west array. This should include the turbine blade tip heights relative to radar line of sight coverages identified in Table 3 [APP-128].	<p>The Applicants have adhered to the mitigation hierarchy through avoiding impacts as far as is practicable, whilst maintaining the required optionality to construct an offshore wind farm – defined as Critical National Priority Infrastructure under EN-1 of the National Policy Statement - which will provide cost effective clean energy for up to 3 million homes in line with the United Kingdom's (UKs) government's Net Zero policies.</p> <p>The avoidance of impacts has already been achieved by making reductions of both the red line boundary of the DBS West Array Area and maximum turbine tip height prior to submission of the Environmental Statement. The radar modelling submitted at PEIR – based on the contemporaneous project design envelope - showed approximately 89% of the DBS West Array Area would be in the RLoS of Staxton Wold PSR with a maximum turbine tip height of 452m amsl. This has been reduced to approximately 66% with a maximum turbine height of 396m amsl – a reduction of 22%, whilst the array area boundary has also been moved further away from the radar allowing a further avoidance of impacts. In so doing, the Applicants believe that they have taken reasonable steps to avoid impacts on the Staxton Wold radar as far as is practicable, whilst maintaining the flexibility within the design envelop to bring an efficient offshore windfarm of 1.5 GW into operation, noting that mitigation for residual impacts is available and it is a matter of government policy under the Clean Power 2030 Action Plan to deliver it.</p> <p>The Applicants would highlight that the only way to avoid all impacts to all receptors would be to build nothing, highlighting that building nothing would not promote the delivery of Critical National Priority Infrastructure or the urgent achievement of the UK's Net Zero policy goals.</p> <p>When seeking to avoid impacts to any given receptor, the Applicants need to balance a range of considerations – including environmental, technical, operational and financial considerations - and cannot avoid all impacts to every receptor. Some receptors, such as offshore ornithology and radar, have conflicting needs whereby the impact of collision risk to kittiwake is reduced by an increase in hub height, whereas a lower tip height would reduce the impact on military radar.</p> <p>The wind turbine size envelope could theoretically be constrained further to avoid the impact on military radar. However, as stated at ISH3 it is not the Applicant's intention to make such changes, as this further limits the opportunity to optimise the project and remain competitive, putting the delivery of the project at risk. Larger wind turbines tend to be advantageous and, particularly considering the project delivery programme is not fixed at this time, there is a requirement to maintain flexibility in the consented design envelope as larger wind turbines become commonplace.</p>

Action No.	Action	Applicants' Response
		<p>The Applicants consider they have balanced the impacts on receptors through the design envelope presented with the wider considerations that they must consider – including those relating to constructability, efficiency and financial matters.</p> <p>The alternative solution to reducing the tip height of the turbines, would be to reduce the red line boundary further. As explained in The Applicants' Responses to January 2025 Action Points [AS-155], there are no practical design solutions which would allow DBS West to be delivered with efficiency within the portion of the DBS West Array Area that lies beyond the radar line of sight for turbines of the maximum height included within the worst case design scenario.</p> <p>The Applicants are targeting a power density for the DBS West project of 5MW/km², as this is the minimum power density permitted by The Crown Estate lease for the 1,500MW wind farm. The target power density is already comparatively high when compared to other developers. For example, Sofia has a power density of approximately 2.4MW/km². Whilst increasing the power density further would use less seabed, constructing a wind farm of power densities beyond 5MW/km² would lead to sub-optimal wind yields due to turbine-to-turbine interactions (higher internal wake effects and associated productivity losses) to the great detriment of the economic viability of the Project. Capacity could be reduced to maintain an efficient density, but this would be at the expense of the scale of the contributions that the Projects might make to the government's targets and such a reduction may also be to the great detriment of the economic viability of the Project</p> <p>The Applicants highlight that in the Clean Power 2030 Action Plan (released in December 2024), the UK Government stated that the identification and implementation of interim and enduring solutions to the long-standing problem of wind turbine interference with aviation and defence surveillance systems is critical for Clean Power 2030. The Government's solution is to fund the full cost of long-term radar mitigation solutions, removing the funding requirement from developers and enabling the two industries to co-exist. In funding radar mitigation solutions, the UK government has acknowledged that to achieve their clean energy targets wholly avoiding impacts to air defence radar is not possible and mitigation will be required for offshore wind generation to increase.</p> <p>The Applicants maintain that they have adhered to the mitigation hierarchy through avoiding impacts as far as is practicable, whilst maintaining the required optionality to construct an offshore wind farm – defined as Critical National Priority Infrastructure under EN-1 of the National Policy Statement - which will provide 3 GW of cost effective clean energy for up to 3 million homes in line with the UK government's Net Zero policies. Impacts to the radar could be further avoided, but not without potentially affecting other receptors or the efficiency and, potentially, the viability of the windfarm, which would have a consequent effect on the UK's Net Zero policy goals. This would seem like an illogical approach to take where mitigation for the impacts identified after avoidance steps have been taken is readily available and, indeed, is being actively pursued by the UK government through the Clean Power 2030 Action Plan.</p>
4	Confirm whether the National Federation of Fishermen's Organisations (NFFO) attended the commercial fisheries working group meeting held on the 22 November 2024 and provide details of the separate meeting that was held with the NFFO on 27 November 2024.	<p>Meetings were held on 22nd November 2023 with the Commercial Fisheries Working Group (CFWG) to discuss the EIA methodology, prior to the submission of the Environmental Statement. The NFFO did not attend this meeting, but were issued the minutes from the meeting with no follow up comments from the NFFO being received.</p> <p>The Applicants can confirm a CFWG meeting was held on the 27th November 2024 and the NFFO were in attendance, as well as other members of non-UK fishing organisations. During this meeting Project refinements, potential Artificial Nesting Structure (ANS), overview and content of the Fisheries Liaison and Coexistence Plan (FLCP) and the EIA were discussed.</p>

Action No.	Action	Applicants' Response
5	To continue discussions with the NFFO to reach agreement on outstanding concerns by the close of the Examination, including the definitions of receptor sensitivity and magnitude of impacts.	The Applicants will continue discussions with the NFFO through the Examination process, and can confirm a further meeting to close out matters on the National Federation of Fishermen's Organisation Statement of Common Ground (Revision 2) [document reference 9.13] was held following Issue Specific Hearing 5 on 14 th April 2025.
6	Provide a written response to the following questions asked by the Examining Authority (ExA): The Outline Fisheries Liaison and Coexistence Plan [REP2-053, para 54] explains alternative dispute resolution may be activated where agreements aren't reached. Who would usually fulfil the role of the arbitrator, and would they be independent? What would happen if the undertaker didn't agree to refer the dispute to the alternative dispute resolution?	<p>The Applicants would like to reiterate that Alternative Dispute Resolution (ADR) is only considered in the unlikely event that a mutual agreement cannot be reached by both parties.</p> <p>An arbitrator would not be required. Instead, an independent mediator would be used. Typically, the mediator would be an independent person who may have a legal and / or background in the offshore marine environment.</p> <p>In circumstances where agreement in line with Fishing Liaison with Offshore Wind and Wet Renewables Group (FLOWW) guidance cannot be achieved and ADR is unsuccessful, legal proceedings may be considered as a measure of last resort.</p>
7	Review the recording/ transcript and submit any corrections to the wake loss summary provided by Mr Boswall in relation to the approach to assessment of wake loss effects in other examinations and made Development Consent Orders (DCOs).	The Applicants have reviewed the recording/transcript and submitted a summary in relation to the approach to assessment of wake loss effects in other examinations and DCOs in The Applicants' Written Summaries of Oral Submissions made at CAH2, ISH3, ISH4 and ISH5 [document reference: 14.2] at Deadline 4.
9	Submit the sensitivity analysis that they are preparing, which considers the approach to the greenhouse gas assessment and environmental effects from wake loss.	The Applicants have submitted the requested sensitivity analysis in the Greenhouse Gas Sensitivity Analysis of Wake Effects [document reference: 14.10] at Deadline 4.
10	Include the impact of wake effects on carbon payment back timescales in the sensitivity analysis/ technical note that is due to be submitted.	The Applicants have included details regarding the impact of wake effects on carbon payment back timescales in the Greenhouse Gas Sensitivity Analysis of Wake Effects [document reference: 14.10] submitted at Deadline 4.
18	Provide details of Mr Burstein's qualifications and experience.	<p>Mr Burstein's qualifications are as below:</p> <p>Bachelor's in Mechanical Engineering with honours from Carnegie Mellon University in 2007, and a Master's in Atmosphere & Energy from Stanford University in 2011 (both top 5 engineering universities in the US). Mr Burstein has 15 years' experience in Wind Resource Assessment at RWE, E.ON and Garrad Hassan, assessing hundreds of wind energy projects. Mr Burstein has 4 years' experience in wake model development, and 4 years' experience leading wake measurement efforts for RWE, including collaborations with research institutes, universities and others in industry. Mr Burstein is the expert responsible for modelling tools and standards for a team of 20+ analysts at RWE.</p> <p>In addition Mr. Burstein is supported on the topic of wakes by a 3-person team (2 PhDs and a masters), a collective 35 years of experience in the wind industry, and numerous publications in the field of wind energy.</p>
19	Set out the mitigation measures researched regarding wake loss and why these were deemed not to be feasible/ reasonable	The Applicants have considered increasing buffer distances, and changing layout styles as the primary ways to mitigate wake effects. A full answer is provided in Wake Effects – Response to ISH3 Action Points [document reference: 14.14] submitted at Deadline 4.
22	Provide an answer to the following points which the ExA raised during the hearing for which the Applicants requested additional time to respond:	Responses are provided in Wake Effects – Response to ISH3 Action Points [document reference 14.4].

Action No.	Action	Applicants' Response
	<p>a) Whether they are prepared to submit the wake loss assessment carried out for Dogger Bank A.</p> <p>b) Provide the predicted annual energy production loss to Dogger Bank A as calculated in the wake loss assessment referred to in the first iteration of ES Chapter 16 [APP-130]? Confirm the load or capacity factor used in this wake loss assessment for the proposed development and Dogger Bank A.</p> <p>c) Confirm which parameters for Dogger Bank A they based the assessment on.</p> <p>d) ES Chapter 16 [APP-130] refers to the effects from wake loss on Dogger Bank A as being negligible in comparison to the wind resource available. Explain, with reference to definitions in Tables 16-6, 16-7 and 16-8 of ES Chapter 16 how this conclusion was reached.</p>	
23	Liaise with the Ørsted IPs to provide information which they may request regarding any wake loss assessment (if requested by the Ørsted IPs).	Action Point 21 of ISH3 was for the Ørsted IPs to confirm if there is any additional information which could be provided by the Applicants, noting the high level of nature of the details of the proposed Array Areas, which would assist in any potential wake loss assessment(s). The Applicants have not received any requests from the Ørsted IPs for information to date, noting their response to Action Point 21 is expected to be submitted at Deadline 4 which the Applicants will then review and consider, if necessary.
26	To provide a note confirming the oral response to item 3.1 explaining how the effect on transit durations could be reported on to the Secretary of State in the context of National Policy Statement for renewable energy infrastructure (NPSEN-3), paragraph 2.8.329.	<p>Main commercial routes have been defined in section 11 of the Navigational Risk Assessment (NRA) [APP-124] based on the principles set out in Marine Guidance Note (MGN) 654. None of the routes anticipated to be displaced by the Dogger Bank South (DBS) Array Areas are considered to be "major commercial navigation routes" as defined in Paragraph 2.8.329 of National Policy Statement (NPS) EN-3. Therefore, the ExA can report to the Secretary of State that this requirement of NPS EN-3 does not apply. Under Paragraph 2.8.330 of NPS EN-3 it is still necessary to consider "less strategically important shipping routes" and the following response justifies why use of distance to quantify displacement for commercial vessels is reasonable for the Projects.</p> <p>Where alternative routeing options for commercial traffic are deemed necessary, these routes have been deviated in section 15.4.2.1 of the NRA [APP-124] to allow quantification of vessel displacement, collision risk, and allision risk. The change in route length and subsequent percentage change in the total route length has been calculated from these alternative routeing options. This approach to quantification of vessel displacement for commercial routeing has been applied across various NRAs undertaken for previously consented offshore wind farm developments.</p> <p>Given that there is a proportional relationship between distance, speed, and time, a calculation of change in distance is considered proportionate to a calculation of change in duration, assuming present-day speeds are maintained. Undertaking a detailed quantitative assessment of the actual change in duration (in seconds and/or minutes) is complicated given that the speeds of individual vessels using each route may vary. Such an assessment may nevertheless be beneficial where displaced vessels include commercial ferries or lifeline routes for which time sensitivity is an important factor in ensuring the continued viability of the associated service. However, as indicated above, there are no such routes which are anticipated to be displaced by the presence of the DBS Array Areas.</p> <p>Considering vessel speed further, commercial vessels will vary their transit speed depending on the surrounding environment, with application of the International Regulations for Preventing Collisions at Sea (COLREGs) Rule 6 Safe Speed. The sea areas in proximity to the Projects' Array Areas in which commercial</p>

Action No.	Action	Applicants' Response
		<p>vessels on displaced routes are anticipated to navigate is relatively open, with few obstacles at the sea surface or on the seabed that would necessitate a change in present-day transit speeds. Moreover, volumes of vessel traffic are low in the region, as highlighted by the low number of vessel encounters identified from the vessel traffic survey data in section 16.2.1.1 of the NRA [APP-124]. Finally, Masters of commercial vessels will passage plan in advance to ensure the most effective and safe route is taken, and this should minimise the need for changes in speed.</p> <p>Given the absence of users for which route duration is a key factor and the ability for commercial vessels to maintain their present-day speeds, use of distance to quantify displacement for commercial vessels is considered reasonable for the Projects. No concerns with the methodology for this assessment were raised by shipping and navigation stakeholders during the NRA consultation process including the Maritime and Coastguard Agency (MCA), UK Chamber of Shipping, or vessel operators.</p> <p>The findings of the NRA [APP-124] in relation to proportional changes in route length are considered to be applicable to changes in route duration. In particular, changes in route length are on average up to around 1% and are considered to be mirrored in the changes to route duration on average up to around 1%, which are deemed not to be substantial.</p>
27	To update Table 1-6 of the In-principle Monitoring Plan [REP2-043] to include the frequency of monitoring for proposed assets based on their associated engineering risks, and confirm the monitoring would be for the full proposed development lifetime.	Table 1-6 of the In-Principle Monitoring Plan (Revision 3) [document reference: 8.23] has been updated. The revised document has been submitted at Deadline 4. The update includes an outline of the factors affecting the frequency of monitoring for the proposed assets based on their associated engineering risks, with an indication of the routine frequency of monitoring provided. Confirmation has also been provided that the monitoring would <u>endure</u> as deemed necessary across the Projects' lifetimes.
28	The MCA and the applicants to co-ordinate on updating Section 3.3 of the Outline Vessel Traffic Monitoring Plan [APP-254] to provide more certainty on how changes identified as a result of monitoring would be addressed and secured.	<p>The Applicants have discussed with the MCA Section 3.3 of the Outline Vessel Monitoring Plan [APP-254] – relating to the need for additional mitigation measures – and have agreed the following amendment to the wording:</p> <ul style="list-style-type: none"> • Original wording – <i>Upon completion should there be any changes noted since the submission of the NRA, consideration shall be given to meeting the MCA and/or Trinity House to discuss the results in further detail and whether any additional mitigation measures are required.</i> • Updated wording – <i>Upon completion of each vessel traffic monitoring report, should there be any changes noted when compared against the anticipated future baseline in the NRA, the MCA and Trinity House will be consulted to confirm whether any additional mitigation measures are required. The nature of such additional mitigation measures (where they are deemed necessary) would be determined as part of that consultation, and may include amendments to the lighting and marking scheme which would be directed by Trinity House.</i> <p>Any additional mitigation measures would be controlled by the MCA and Trinity House.</p> <p>The updated wording will be included in the updated Outline Vessel Traffic Monitoring Plan (Revision 2) [document reference 8.30] to be submitted into Examination at Deadline 5.</p>

4 Responses to Issue Specific Hearing 4 Action Points

Table 4-1 The Applicants' Responses to the Examining Authority's Action Points from ISH4 [EV9-002] held on Wednesday 9th April 2025

Action No.	Action	Applicants' Response
Hydrology and Flood Risk		
1	To submit a technical note on flood risk and climate change to reflect the new flood risk mapping and advice (NaFRA2) from the Environment Agency (EA) to include, where relevant, the information/ updates arising out of subsequent action points on this agenda item.	The Applicants will provide the requested information within the technical note titled 'Flood Risk and Climate Change Technical Note' for Deadline 5 as agreed in ISH4 on Wednesday 9 th April 2025.
4	To provide an updated figure/ map which identifies the NaFRA2 flood extent overlaid with the proposed development area including details of how displaced floodwater would be mitigated.	The Applicants will provide the requested information within the technical note titled 'Flood Risk and Climate Change Technical Note' for Deadline 5 as agreed in ISH4 on Wednesday 9 th April 2025.
5	To confirm where 'using existing land levels so not to alter surface water flow paths' would be secured and whether the outline Code of Construction Practice (oCoCP) revision 3 [REP1-025] should be updated to include this.	<p>The Applicants have reviewed the wording in section 6.3.2. of the Outline Code of Construction Practice (OCoCP) (Revision 4) [document reference: 8.9] and updated it to state that '<i>Mitigation measures will include leaving gaps in soil stockpiles to allow water to drain, and ensuring any structures including temporary haul roads and Temporary Construction Compounds (TCCs) in Flood Zone 3 are not raised on average above existing ground levels so not to alter surface water flow paths (excluding the stock piling of topsoil and subsoil), unless further detail can be provided by the Contractor at the detailed design stage.</i>'</p> <p>These measures were discussed further with the Environment Agency at a meeting on the 22nd April 2025 and it was agreed that they would be considered again following a review of the additional flood risk data provided by the Environment Agency which would be included in the Flood Risk and Climate Change Technical Note, to be prepared for Deadline 5.</p>
6	<p>Crossing schedule to be updated to include a preference for the use of Horizontal Directional Drilling for larger watercourse crossings to address the Internal Drainage Boards (IDB's) concerns (with the oCoCP to be updated at Deadline 8 to include this update).</p> <p>Set out when and why trenched crossing methodologies would be selected and detail the associated bank stabilisation and other measures that would be required, in consultation with the IDB.</p> <p>Signpost how the draft Development Consent Order (DCO) would manage any disagreement with the IDB.</p>	<p>Following further discussion on the approach the OCoCP (Revision 4) [document reference: 8.9], section 6.3.2.6 and the Appendix 5-2 Obstacle Crossing Register (Revision 4) [document reference: 7.5.5.2] have been updated at Deadline 4 to commit to a trenchless crossing methodology for crossings Wx-007 (Dunnington Sewer), Wx-028 (Arnold and Riston Drain) and Wx-039 (Turf Gutter and Eske River Side Drain). In addition, Wx-008, an unnamed drain will also be added as this would be crossed at the same time as WX-007, using a trenchless technique. The Applicants also discussed with Beverley and North Holderness Internal Drainage Board (BNH IDB) that although a commitment to a trenchless technique would be made at these locations, if the Contractor was able to propose a suitable method for an open cut crossing this could still be discussed and potentially agreed with the BNH IDB at the detailed design stage.</p> <p>For the 11 ordinary water courses which are located in the BNH IDB District but are not named, the Applicants agreed with the BNH IDB the flexibility for an open cut method could be retained in the Appendix 5-2 Obstacle Crossing Register (Revision 4) [document reference: 7.5.5.2]. This was on the basis some of these ordinary watercourses may be shallow ditches which it may be more appropriate to undertake an open cut method. For those crossings the Contractor will undertake a full risk assessment of the crossing and develop a method statement based on the ground conditions, reinstatement options and the time of year. An open cut method will not be proposed if it is not considered suitable, at the detailed design stage.</p>

Action No.	Action	Applicants' Response
		<p>If an open cut method is proposed by the Contractor this would also include how the bank would be reinstated and stabilised. Although wooden piles are one option to stabilise a bank, there are other options available which may have a longer design life and be suitable, without impacting the buried cable ducts and cables. Examples of bank stabilisation could include for example gabion baskets or geotextile, these examples were discussed with the BNH IDB but it was agreed could not be developed further prior to the detailed design stage. Wording has been added to section 6.3.2.6 of the OCoCP (Revision 4) [document reference: 8.9], to clarify these points.</p> <p>As detailed in the drainage authority protective provisions in Part 4 of Schedule 15 of the Draft DCO (Revision 7) [document reference: 3.1] and section 5.15 of the OCoCP (Revision 3) [REP1-025] a 'crossing method s with the BNH IDB it is their intention to act reasonably in the agreement of crossing method statements and they would be managing their Contractors responsibly. However, should any party have a dispute this would be covered by Schedule 15, Part 4 (paragraph 12) of the protective provisions for the Drainage Authority in the Draft DCO (Revision 7) [document reference: 3.1] which state that '<i>Any dispute arising between the undertaker and the drainage authority under this Part of this Schedule, if the parties agree, is to be determined by arbitration under article 47 (arbitration), but otherwise is to be determined by the Secretary of State for Energy Security and Net Zero on a reference to them by the undertaker or the drainage authority, after notice in writing by one to the other</i>'. The arbitration rules are set out in Schedule 16 of the Draft DCO (Revision 7) [document reference: 3.1].</p>
9	To consider to the concerns raised by the IDB in its response to the ExA's First Written Questions (ExQ1) [REP3-062, HF 1.12] and during Issue Specific Hearing (ISH) 4 in relation to obstacles Wx-046, Wx-047 and Wx-048. The applicants are to present possible solutions to the concerns which area agreeable with the IDB.	<p>In relation to paragraph 206 of the OCoCP (Revision 3) [REP1-025] which states: '<i>There are also three locations along the temporary construction accesses where the Projects may be utilising existing bridge / culvert structures for temporary cable corridor access, see crossings Wx-046, Wx-047 and Wx-048 in the Appendix 5-2 Obstacle Crossing Register (Revision 2) [APP-074]. The option for construction of an adjacent temporary culvert or bridge has been allowed for at these locations within the space retained within the Order Limits. However, if the existing crossings can be upgraded to a suitable standard, the new crossings could remain as permanent features.</i>'</p> <p>Following further discussion on this point with BNH IDB on the 8th April 2025, concerning any long term maintenance of permanent crossing structures by the BNH IDB. It has been agreed that existing crossings will only be used if they are already of a suitable standard for construction vehicle movements. Rather than permanently upgrading them, a temporary crossing will be constructed adjacent to the existing one, if required. This has already been allowed for at these locations within the space retained within the Order Limits. Any temporary structure would be removed following construction. As stated in Schedule 15, Part 4 (For the protection of the drainage authorities) of the Draft DCO (Revision 7) [document reference 3.1], 2(c), the '<i>the erection of a culvert in an ordinary watercourse</i>' falls under the definition of '<i>specified works</i>' which must be agreed with the relevant drainage authority, prior to construction.] Section 6.3.2.6 of the OCoCP (Revision 4) [document reference: 8.9] has updated to clarify this and the previous paragraph 205 has been deleted at Deadline 4.</p>
10	Provide examples of where the methodology discussed, and summarised below, has been followed elsewhere or if specific industry guidance can be referred to. <i>23 temporary watercourse crossings are proposed to facilitate access, however the number of these isn't assessed. Instead, the duration of how long these are in place, modifies the magnitude of impact for trenched cable crossings.</i>	<p>The method for assessing the magnitude of impact based on the number of trenched crossings per catchment and the duration temporary crossings would be in place for different build scenarios has been used in the <i>Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects (Volume 1, Chapter 18 - Water Resources and Flood Risk, August 2022, Document Reference: 6.1.18</i> (paragraph 102; Table 18-14).</p> <p>Although this is the same method that has been used in Chapter 20 Water Resources and Flood Risk (Revision 2) [REP1-014] to assess temporary crossings at trenched watercourse crossings, the Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects did not have the requirement to accommodate a number of haul road only temporary crossings.</p>

Action No.	Action	Applicants' Response
		<p>The additional 23 haul road only temporary crossings in Chapter 20 Water Resources and Flood Risk (Revision 2) [REP1-014] were initially assessed based on the worst case duration they would be in place. That is, the six year Sequential Scenario which would have a higher magnitude of impact because in catchments where there would be trenched crossings, all temporary crossings would be in place and disturbing natural processes for the longest duration.</p> <p>However, it is acknowledged that assessing these 23 haul road only temporary crossings, at locations where there are no trenched crossings, based solely on the duration they would be in place, may not capture the level of direct disturbance associated with their frequency in each catchment or level of disturbance when they are installed.</p> <p>To address the concerns of the Examining Authority as to how the 23 haul road temporary crossings have been assessed, the assessment of Impact 1 Direct Disturbance of Surface Water Bodies (Section of 20.6.1.1 of Chapter 20 Water Resources and Flood Risk (Revision 2) [REP1-014]) has been updated. This will be submitted at Deadline 7 alongside the request for an updated Environmental Statement as per the Rule 17 Letter - Request for further information dated 15 April [PD-018].</p> <p>The total number of haul road only temporary crossings in each catchment have been calculated and added to the number of trenched crossings in each catchment to give a new total number of trenched and haul road only temporary crossings in each catchment. Two new columns have been added to Table 20-13 in Chapter 20 to show these changes. Where the new totals increase the magnitude of impact (taking into account embedded mitigation), this has been updated in Table 20-13. Table 20-14 and Table 20-15 have also been updated where these changes increase the significance of effect.</p> <p>In summary, the updated assessment results in the magnitude of impact increasing from negligible to low in one catchment for the in-isolation (4 year) scenario, and increasing the magnitude of impact from negligible to low in four catchments for the worst case sequential scenario. Magnitude of impact also increases from low to medium in one catchment for the sequential scenario.</p> <p>As a result, significance of effect has increased from negligible to minor adverse and not significant in one catchment (Catchwater Drain) for the in-isolation scenario (Table 20-14). For the Sequential Scenario significance of effect has increased from negligible to minor adverse and not significant in two catchments (Foredyke Stream Upper; High Hunsley to Woodmansey Area) (Table 20-15).</p> <p>The updated assessment is a worst case scenario as the level of disturbance at the haul road only temporary crossings will be less than where temporary crossings are installed at trenched crossing locations. In addition, impacts for temporary crossings will be mitigated by measures included in the OCoCP (Revision 4) [document reference: 8.9] and secured DCO Requirement 19, including: <i>'If temporary culverts are needed, they will be adequately sized to avoid impounding flows (including allowing for increased winter flows as a result of climate change) and the invert set below bed level to allow bedload transport'</i>.</p>
12	Submit a copy of the statement read out at the end of ISH4 in response to the request for an explanation as to how the proposed increased surface water runoff rates would be compliant with National Policy Statement (NPS) EN-1, paragraph 5.8.15 and the National Planning Policy Framework paragraph 170 to 182 given the potential increased risk of flooding elsewhere.	<p>The following statement was read out at ISH 4:</p> <p><i>'Proposed discharge rates for the Projects are subject to detailed design but will be restricted to the calculated worst-case 1:1-year greenfield run-off rate equivalent (typically 1.4 l/s/ha) - unless it's impractical to do so due to the risk of blockage from small diameter orifices in the control chamber. Debris screens and regular inspection and maintenance will reduce the risk of a blockage, but very small diameter orifices could result in an overly onerous maintenance burden. Typically, increasing very low discharge rates to 1l/s (the minimum specified by the BNH IDB), which is still a very low rate, would have no impact during more extreme storm events (for example the 1:30-year and 1:100-year events) since run-off from these events is proposed to be restricted to a discharge rate lesser than the equivalent greenfield run-off rate for these</i></p>

Action No.	Action	Applicants' Response
		<p>storm events (e.g. the 1:100-year event is limited to the greenfield (pre-development) 1:1-year run-off rate, not the 1:100-year run-off rate). Increasing discharge rates to 1 l/s would result in a minor increase in flows to the receiving watercourse(s) during the 1:1-year and 1:2-year storm events but any increase in flood risk is expected to be low, and considerably lower than the risk of overflow from regular blockages. Proposals will be discussed and agreed fully with all relevant parties throughout the detailed design and approval stages to ensure flood risk is managed appropriately and effectively.'</p> <p>The Applicants have also discussed this point further with the BNH IDB and they have confirmed that 'The standard greenfield run off rate the BNH IDB applies is 1.4 litres per second per hectare. However, we have suggested 1 litres per second as a discharge minimum rate because although it may be above our standard greenfield run off rate in some instances, we believe it is a fair compromise between the potential for flood risk downstream and the risk of blockages around the flow control device. This is something we apply regularly to other schemes and planning applications in general'. They also clarified this was most recently applied to the Yorkshire GREEN Overhead Line Project which fell within the district of our Ainsty (2008) Internal Drainage Board - but as a Consortium of Drainage Boards, they apply the same rules.</p>
13	<p>Provide evidence how the proposed mitigation features which manage overland flow, existing agricultural drainage, runoff from the proposed development and pollution control could be accommodated within the order limits for the export cable corridor. The ExA is uncertain of the number of features, their scale and location. For example, could an indicative cross section/ figure to illustrate this may, be provided in part, help to evidence this.</p>	<p>There are two elements of the drainage design along the Onshore Export Cable Corridor. The first is the 'land drainage design' put in place prior to construction to intercept existing agricultural drains and to keep the working areas dry during construction. This is described as 'pre and post construction' land drainage in the Outline Drainage Strategy (Revision 3) [REP2-033] as detailed in section 1.2. All land drains installed are permanent features The Applicants have taken the issue of potential impacts on existing land drainage very seriously, given the majority of land within the Order Limits is agricultural and has existing land drainage systems in place. All land drains installed are permanent features. The Applicants have taken the issue of potential impacts on existing land drainage very seriously, given the majority of land within the Order Limits is agricultural and has existing land drainage systems in place. Therefore, the Applicants have already engaged a specialist land drainage consultant, to undertake drainage surveys and develop conceptual drainage designs for agreement with individual land owners. These will be used by the Contractor to develop the detailed drainage design, post consent. The Applicants can confirm that they do not have the right to install the drainage infrastructure outside of the Order Limits. Land Drainage Consultancy (LDC), the Applicants' specialist land drainage contractor, have provided further details on a 'typical' land drainage system for the Projects to demonstrate how it could fit within the Projects' Order Limits in Appendix B. This design is indicative but based on the ongoing work with landowners to develop a conceptual drainage design and includes an indicative cross section.</p> <p>The other element of the construction drainage design along the Onshore Export Cable Corridor is controlled by the Surface Water Management Plan (SWMP), which will be developed by the Contractor at the detailed design stage. As detailed in Section 6.3.2.4 of the OCoCP (Revision 4) [document reference:8.9] which is secured by Requirement 19 of the Draft DCO (Revision 7) [document reference: 3.1]. This is approved by the East Riding of Yorkshire Council, prior to construction. This will include measures for surface water run-off from within the Order Limits and any ground water which is not intercepted by the land drainage design and may enter excavations for the cable trenches. As discussed in the ISH4 there may be situations where water needs to be pumped out from excavations, this will be dependent on several site specific variables including: local topography, soil type, the season the work is being undertaken and the location of suitable discharge points.</p> <p>As described by the Applicants' civil engineer at ISH 4 the Order limits have been calculated to allow flexibility in design of the Onshore Export Cable Corridor, based on experience from previous projects including Triton Knoll (works completed) and Sofia (Dogger Bank C) (cables installed and reinstatement in progress). As noted in GGC 1.6, soil volumes have been analysed including an allowance for 10m gaps in the stock piles every 100m and would allow</p>

Action No.	Action	Applicants' Response
		<p>room for localised surface water management measures, where required. Soil storage can be reconfigured to provide larger areas adjacent to the cable route, or other work sequencing to reduce surface water risks.</p> <p>Some examples of control measures include adding silt fences on a sloping site, the excavation of sumps to collect water at suitable locations based on gradient and selecting suitably sized pumps to discharge water at the rate agreed and specified with the relevant drainage authority. This would also include measures to avoid fines entering the water course. If there is a requirement for discharge of collected run-off or dewatering of excavations, water will be pumped out and passed through a suitable filtration system which may include a settlement tank or lagoon to allow suspended solids to settle out before being discharged to an appropriate location. Appropriate treatment methods will be adopted prior to discharge of the water from any land drains uncovered during the construction phase.</p> <p>The SWMP will be bespoke to the section and phase of construction works along the site and it will be the responsibility of the Contactor to ensure that the measures implemented both fit within the Order Limits and stop surface water running off the site into neighbouring land. This is standard practice in long linear developments and further detail will be provided post consent when the Contractor is on board, which the Applicants do not yet have in place to advise further. Some photos of sites where active surface water management is taking place along the Onshore Export Cable Corridor are included in Appendix C.</p>
Landscape Character and Visual Amenity		
16	Consider providing a new viewpoint from Butt Farm camping and caravanning area to present effects on recreational and residential receptors or explain why this would not be necessary	<p>The location of Viewpoint 1 Butt Farm was selected to represent views from the Rowley Footpath No.17 / Walkington Footpath No.4, experienced by walkers using this route. It was also selected to represent views experienced from Butt Farm itself, and from the camping site, to the extent that these can be illustrated from a publicly accessible location. It is acknowledged that receptors within the camping site may be more affected than receptors at Viewpoint 1 due to proximity.</p> <p>The Applicants consider that the visualisations provided for Viewpoint 1 Butt Farm (in particular Figure 23-7d (Revision 4) [document reference 7.23.1]) and for Cultural Heritage Viewpoint 2 Butt Farm Battery (Figure 23-15a3 (Revision 4) [document reference 7.23.1]), provide sufficient information on the likely level of effects to receptors in this area. The Applicants submit that an additional visualisation from within Butt Farm camping site would not materially add to the assessment.</p> <p>The assessment for Viewpoint 1 Butt Farm concluded that the visual effects which would be experienced from this location would be major adverse at year 1. Given the close proximity of the Butt Farm camping site to viewpoint 1, the magnitude of change and significance of effect would be the same as reported for viewpoint 1, since it would not be possible for the effect to be greater than major adverse.</p> <p>The Applicants will discuss the request for an additional photomontage within the owners of the Butt Farm Caravan and Camping Site, however this would be for their information only and not to inform the Landscape and Visual Impact Assessment (LVIA).</p>
17	Review the leaf coverage depicted in figure 23-7e from ES Chapter 23 Landscape and Visual Figures [REP2-024] and if it is not representative of a winter landscape, update it accordingly.	<p>The leaf coverage within Figure 23-7e (Viewpoint 1: Butt Farm) has been reduced to be more representative of winter tree cover. An updated visualisation has been submitted at Deadline 4 in Landscape and Visual Impact Assessment Figure 23-1 to Figure 23-17 (Revision 4) [document reference: 7.23.1].</p>

Action No.	Action	Applicants' Response
18	Check that up to date arial imagery has been used for the indicative Landscape Mitigation Plan (Figure 23-6 of [REP2-024]) and update it as necessary.	<p>The aerial imagery used in Figure 23-6 (Revision 4) [document reference 7.23.1] is the most up-to-date aerial imagery which can be currently used in GIS mapping. The Applicants have contacted Emapsite (mapping data provider) who confirmed the most recent aerial imagery available is dated from 2022. This does not show the additional caravan pitches. Emapsite have advised that their aerial imagery will be updated at the end of April 2025, however it is not confirmed whether this will or will not show the additional caravan pitches.</p> <p>The imagery available which shows the new hardstandings is dated for February 2025. However, the only source that shows this does not allow for it to be reproduced in figures or drawings.</p> <p>Should the soon-to-be updated aerial imagery for Emapsite show the additional caravan pitches/hardstanding, Figure 23-6 (Revision 4) [document reference 7.23.1] can be updated for Deadline 5.</p> <p>The presence or absence of these pitches on the basemap does not alter the impact on them which the Projects would have, and which the Applicants acknowledge.</p>
19	Review the choice of location of Viewpoint 6 [REP2-024] and consider providing an updated visualisation further along the Beverley 20 footpath, where wider views of the proposed convertor station site would be visible.	<p>The Applicants do not consider that providing an additional visualisation further along from Viewpoint 6: Beverley 20 footpath, Risby would materially add to the assessment. Whilst it may be possible to locate Viewpoint 6 approximately 90m to the north north-west at the corner of the Public Right of Way (PRoW), the Proposed Development would be located 1.7km away. It would be similar to the view experienced at Viewpoint 9: Dunflat Road, albeit seen at a greater distance (approximately 0.4km further away) and from a higher elevation (approximately 10m higher). Given the distance and presence of intervening vegetation, it is unlikely that the significance of visual effect from a relocated Viewpoint 6 would be significant in EIA terms.</p>
20	Review the outline Landscape Management Plan (oLMP) [REP2-031] and inclusion of wording to consider laying the export cable corridor under the access road to the proposed convertor stations, to maximise the opportunities for landscape mitigation planting in the north west.	<p>The Applicants have updated the Outline Landscape Management Plan (OLMP) (Revision 4) [document reference 8.11] submitted at Deadline 4, to note that where practicable, opportunities should be sought to lay export cables underneath the area to be occupied by the access road within the Onshore Substation Zone to help maximise space for the planting of trees and hedgerows. However, owing to the number of and spacing of the cable ducts, it is unlikely that these could all be positioned under the access road.</p>
21	Review the oLMP [REP2-031] and include specific opportunities for advance planting.	<p>The Applicants have updated the OLMP (Revision 4) [document reference 8.11] submitted at Deadline 4, to make specific reference to advance planting during the construction stage in the south and east of the Onshore Substation Zone. Sufficient distance between the advance planting and construction activities associated with the Onshore Converter Stations can be maintained, to ensure the planting establishes successfully.</p>
22	Provide details of the prevalence of ash in woodlands that have been identified as providing screening which would reduce the effects from converter stations (see [REP1-050] ISH2.9.7), what are the current rates of ash dieback for those areas of woodland and whether this would affect the conclusions of the ES.	<p>As stated in response to ISH2.9.17 in Applicants' Responses to Issue Specific Hearing 2 (ISH2) Supplementary Agenda Questions [REP1-050]. "Johnson's Pit, Eleven Acre Plantation and Bentley Moor Wood are well established and dense woodland blocks. Loss of some trees to ash dieback is unlikely to significantly alter their screening capability."</p> <p>The Arboricultural Survey Report Appendix 1. Tree Survey Schedule (Revision 3) [REP3-017] does not list ash as a species within W1 (Bentley Moor Wood), though the presence of a veteran mature ash tree is recorded in this area as To40. W2 (Johnson's Pit Wood) includes ash though sycamore is stated to be dominant and it is known to be a species that will readily replace ash naturally should infected specimens die. W3 (Eleven Acre Plantation) comprises mainly Scots pine and spruce, and ash is not listed. Requirement 11(2) of the Draft DCO (Revision 7) [document reference 3.1] already includes a process for removal of diseased species and replacement, which would apply to Bentley Moor Wood as this is within the Order Limits for the Projects. Other woodlands are not within the Applicants' control.</p>

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		<p>The Applicants have not been able to survey trees beyond these areas, but consider that ash trees are likely to form a limited part of the woodlands around the site. Mapping published by the Centre for Ecology and Hydrology suggests coverage of ash in East Riding of Yorkshire is between 0-1%.¹ This is below the average coverage for England, which ranges between 0 and 4%. Therefore, the impact of ash dieback on the density and screening value of woodland is likely to be limited.</p> <p>East Riding of Yorkshire Council, when asked during Issue Specific Hearing 4, confirmed that they held no data on rates or prevalence of ash dieback. East Riding of Yorkshire Council, when asked during Issue Specific Hearing 4, confirmed that they held no data on rates or prevalence of ash dieback. The Applicants are not aware of any data on rates of infection or rates of tree loss within East Riding of Yorkshire. A map published by the Forestry Commission shows that ash dieback has been reported in the area of the Substation Zone, but does not indicate the prevalence.²</p> <p>Even in the case that there is a higher proportion of ash within these woodlands, and they are affected by dieback then, in the absence of intervention, natural regeneration and crown spreading of the other trees within the woodland would occur, 'back filling' any thinning. Since any ash dieback would occur over a period of time, then there would not be a significant loss of screening in any woodland also noting that not all specimens affected by the disease actually die and may deteriorate more slowly or persist indefinitely.</p> <p>The Landscape and Visual Impact Assessment [APP-192] notes that woodlands outside the Order Limits provide some local screening, but the conclusions of the LVIA do not rely on the screening provided by these woodlands. An extensive scheme of woodland planting is proposed around the perimeter of the Substation Zone which is designed to provide screening and mitigate effects on landscape and views. This scheme of woodland planting will not include ash trees. Even taking an unlikely 'worst case' view that local woodlands experience significant losses over the coming years, then screening provided by the maturing plantations at the Substation Zone would provide sufficient mitigation.</p> <p>The Applicants therefore conclude that ash dieback will have no material effect on the conclusions of the LVIA.</p>
23	Consider providing a zoning plan or other solution to identify the maximum heights for different equipment areas of the converter station zone, to assist in defining what should be screened by the proposed landscape mitigation, with particular reference to low level equipment, or signpost where this information is already captured by the application documents.	<p>There is no specific definition for 'low level features' within the Substation Zone. Where this term is referenced in the LVIA it simply means the lower parts of the Onshore Converter Stations. It is anticipated that the screen planting will grow over time. In the short term there will be relatively limited screening, but this will develop by year 10, as shown in visualisations, and will continue to grow beyond this time. The precise amounts of screening available to a viewer will depend on the state of this growth, and also the location of the viewer in relation to both the screening and the Onshore Converter Stations. It is not possible to be categorical about exactly which elements of the Onshore Converter Stations will be screened at any location, but the visualisations in Landscape and Visual Impact Assessment Figure 23-1 to Figure 23-17 (Revision 4) [document reference: 7.23.1] seek to give an impression of the screening at year 10. It is not possible to be categorical about exactly which elements of the Onshore Converter Stations will be screened at any location, but the visualisations in Landscape and Visual Impact Assessment Figure 23-1 to Figure 23-17 (Revision 4) [document reference: 7.23.1] seek to give an impression of the screening at year 10.</p> <p>Cross sections of the Substation Zone have been submitted to the examination in Appendix A of the Design and Access Statement (DAS) (Revision 2) [REP2-027] which shows maximum heights of key infrastructure in relation to existing woodland and the proposed planting after 10 years, based on an indicative design.</p>

¹ Centre for Ecology and Hydrology, 6 November 2012, "Mapping the distribution of Ash trees (Fraxinus excelsior) in Great Britain" [https://cehsciencenews.blogspot.com/2012/11/mapping-distribution-of-ash-trees.html].

² Forestry Commission, "Chalara (Hymenoscyphus fraxineus) - infections confirmed in the Wider Environment as at 26/01/2024" [https://chalaramap.fera.co.uk/].

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		<p>The maximum heights for specific elements of the Onshore Converter Stations will not be known until detailed design. Some maximum building heights have been fixed for the purposes of defining the Rochdale Envelope for the ES, and these are noted in section 5.7.2.1 of Chapter 5 Project Description (Revision 3) [REP1-009]. Indicative heights for other elements of the design are included in plate 4.6 and Appendix A of the DAS (Revision 2) [REP2-027].</p> <p>The Applicants do not consider that a further zoning plan or similar would materially add to the assessment.</p>
24	Consider requests from ERYC to update the Design and Access Statement (DAS) [REP2-027], including reference to Historic England as a consultee on the detailed design of the converter stations, extending the consultation period to 56 days and the make-up of the Design Review Panel to potentially include an architect, a representative from ERYC and other qualified design professionals.	<p>The Applicants have previously provided a response to this point about adding Historic England as a consultee on the detailed design of the Onshore Converter Stations in The Applicants' Responses to Written Representations [REP2-057], as follows:</p> <p><i>'As referenced in the Design and Access Statement (DAS) (Revision 2) [REP2-027] a Design Panel Review process will commence post-consent. Section 5.2 of the DAS (Revision 2) [REP2-027] outlines that the Applicants will appoint a multi-disciplinary team of professionals, with experience in the design and build of electrical infrastructure, to provide independent and impartial expert advice on the proposed designs. Following the Design Review process, the Design Review Panel will prepare a report on the design recommendations (taking into account the requirements of landscaping, drainage and engineering design) which will be subject to review by East Riding of Yorkshire Council (ERYC) in addition to relevant Ward Councillors. It is the Applicants view that, rather than include Historic England in the sign off of DCO Requirement 9, it would be more appropriate and productive to consult with Historic England during this earlier stage of the design process, and include Historic England in the consultation on the Design Review Panel's report. This would allow for Historic England input to be incorporated during the development of the final design, prior to it being submitted to ERYC for sign off.'</i></p> <p>Should this approach be desired by Historic England, the Applicants would update the DAS (Revision 2) [REP2-027] and submit it to the examination at Deadline 7.</p> <p>As set out in paragraph 270 of the DAS (Revision 2) [REP2-027], <i>'The report presenting the Design Review Panel outcomes would be issued to the both the East riding of Yorkshire Council and the relevant ward councillors for comment. This process may take place in multiple design phases depending upon which construction scenario is selected i.e. if the Projects are developed concurrently or sequentially. The Design Review Panel may also be engaged over a number of design phases or steps, to allow works to progress, for example an outline design may be reviewed to allow the platforms levels to be designed, with further external building colouring or planting detail agreed at a later date of the design.'</i></p> <p>The 28 day time limit, stated in paragraph 270 is considered necessary to remove the possibility for delay and provide certainty that any comments from consultees will be received in a timely fashion. As Nationally Significant Infrastructure Projects (NSIPs), the Projects should not be at risk of being held up due to the failure of the consultees to provide comments. 28 days is thought to be a reasonable time period to allow a decision to be reached on the report. However, as also set out in paragraph 270 of the DAS (Revision 2) [REP2-027]. <i>'A programme for the Design Review Panel process and development of the detailed design process would be agreed with the relevant stakeholders post DCO consent'</i>. This would include a programme setting out when design reports would be issued so reviewers can be made available by the consultees. As the Applicants explained in ISH4 an outline process Design Review Panel Process has been included in Section 5.2 of the DAS (Revision 2) [REP2-027]. This will be further developed in consultation with the ERYC, Ward Councillors and Historic England (should they agree to be consulted) post consent, considering best practice and feedback from the other Projects in the Applicants' portfolio of Offshore Wind developments.</p>

Action No.	Action	Applicants' Response
		<p>It should be noted that Requirement 9 of the Draft DCO (Revision 7) [document reference 3.1] requires the relevant planning authority to agree the detailed design of the works numbers 25A and 26 A/B as shown in the Works Plan (Onshore) (Revision 4) [REP2-005]. The details submitted for approval under Requirement 9 must be in accordance with the DAS and consider the outcomes of the design panel and the feedback of consultees. Schedule 2 Part 32 (2) of the Draft DCO (Revision 7) [document reference 3.1] states '<i>Where an application has been made to the discharging authority for any consent, agreement or approval required pursuant to a requirement included in Part 1 of this Schedule, or for any consent, agreement or approval further to any document referred to in any such requirement, the discharging authority must give notice to the undertaker of its decision on the application within a period of eight weeks</i>'. Therefore, the ERYC will still have 56 days (8 weeks) to approve the design, as per Requirement 9 (and all other requirements in schedule 1 of the DCO). The Applicants feel that a 28 day review period of the design panel report is imperative to be able to get feedback on the design, respond to comments or make updates which may require further consultation prior to discussions with consultees prior to issue of the design for this approval. Multiple 56-day review periods could cause significant delay to the construction of the Onshore Converter Stations.</p> <p>In response to the points about '<i>the make-up of the Design Review Panel to potentially include an architect, a representative from ERYC and other qualified design professionals</i>'. it should be noted the Applicants also received an email from the ERYC on the 8th April 2025, with the following comments:</p> <ul style="list-style-type: none"> • Need for the design champion and panel to be independent; and • Request that ERYC are included in drawing up of the terms of reference for the review (or have membership in the panel) <p>The Applicants would provide the following response to the above points:</p> <p>NPS EN-1 section 4.7.5 notes '<i>A project board level design champion could be appointed, and a representative design panel used to maximise the value provided by the infrastructure</i>'. The NIS 2020, also includes an aim for '<i>all infrastructure projects to have a board level design champion in place by the end of 2021 at either the project, programme or organisational level, supported where appropriate by design panels</i>'.</p> <p>Based on this guidance the Applicants consider that the design champion needs to be appointed from within their organisation.</p> <p>Para 257 of the DAS (Revision 2) [REP2-027] therefore states that '<i>A Project Design Champion, at a suitable level of seniority and who attends the relevant project board meetings would be appointed to the Projects. This role would be by direct appointment by the Director of Engineering based on Competence and Experience assessment. They would ensure that the Onshore Development is designed and built to the highest possible standard and in line with the design principles and vision outlined in section 1.3. The Design Champion would ideally be someone with a broad range of experiences.</i>'</p> <p>The Applicants have also specifically acknowledged in paragraph 261 that this person should have '<i>authority to influence the Projects design</i>' and that '<i>They will be selected based on design experience, commitment to the design principles and seniority to hold the project team to account and challenge decisions when appropriate but not be 'not directly involved in the design development</i>'.</p> <p>The Applicants have not proposed the design panel is entirely independent, i.e. only external members, as it is intended that the design panel would require the experience of at least 1 suitably qualified professional who has worked on other Offshore Wind Farm projects within the Applicants organisation. It is crucial that the design panel has a member(s) with '<i>suitable experience in the design and build of electrical infrastructure</i>' so they can provide constructive feedback on Projects of this scale and type. As stated in paragraph 261 these member(s) would '<i>not be</i></p>

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		<p><i>directly involved in the design development'</i> so that they could be independent of the Projects. Those stakeholders without that professional knowledge would be involved in the review process which would be fed back to the Projects and the design panel. Para 269 states: <i>'The report presenting the Design Review Panel outcomes would be issued to the both the East Riding of Yorkshire Council and the relevant ward councillors for comment.'</i></p> <p>The Applicants have already committed to one of the design panel members being <i>'an independent landscape architect'</i> in paragraph 262 (Section 5.25), which states: <i>'The Panel will provide independent and impartial expert advice at the detailed design stage and would include professionals with suitable experience in the design and build of electrical infrastructure. In addition, the panel would include an independent landscape architect or person with equivalent professional experience to provide impartial advice on the proposed designs.'</i></p> <p>As set out in para 264 The Applicants feel that the Design Review Panel would provide a comparable output to a review by the Design Council. Following the comments made at ISH 4 and by the ERYC the Applicants propose to update the DAS (Revision 2) [REP2-027] at Deadline 7 to also commit to an independent architect to also be appointed to the Design Review Panel. As above, they would need have experience in this type of development. It should be noted that some elements of the design approach are fixed due to technical guidance and the Panel would not be able to advise on these. As per para 266 <i>'This includes elements such as the site layout, massing of the buildings, dimensions of the equipment and the requirement for security fencing. The Panel would be able to advise on elements such as material finishes, colour, soft landscape and SuDs (Sustainable Drainage Systems)etc.'</i></p> <p>As stated in paragraph 267 <i>'A detailed terms of reference guide for the Design Review Panel will be agreed between the Design Review Panel members and the Applicants prior to a review of the design so that all members understand the elements of the design they are able to influence and those that would be fixed and why.'</i> The Applicants agree to consult the ERYC on the terms of reference guide, but as above would require comments in a timely manner so as not to delay progression of the design review. The Applicants will update the DAS (Revision 2) [REP2-027] at Deadline 7, if ERYC are in agreement with this approach.</p>
Noise and Vibration		
25	Update the oCoCP [REP1-025] to amend wording in line with suggestions made by ERYC relating to proposed working hours.	<p>The Applicants have discussed this matter with ERYC via email correspondence prior to ISH4 (email to / from ERYC Principal Officer (Environmental Control) on 3rd April 2025) and as agreed in ISH4 on 9th April 2025 the Applicants will update paragraph 34 in Section 5.2 of the OCoCP (Revision 3) [REP1-025 R] to remove the wording <i>'No activity where significant noise is audible beyond the Onshore Development Area will take place outside of these hours including Sundays, public holidays or bank holidays apart from under the following circumstances'</i> and replace it with the following <i>'No plant or machinery in the construction of the Projects shall be used outside the agreed core hours 7am – 7pm Monday to Saturday and at no time on Sundays or Bank Holidays unless agreed in writing with the Local Authority, likely under the following circumstances:....'</i>: The Applicants have discussed this matter with ERYC via email correspondence prior to ISH4 (email to / from ERYC Principal Officer (Environmental Control) on 3rd April 2025) and as agreed in ISH4 on 9th April 2025 the Applicants will update paragraph 34 in Section 5.2 of the OCoCP (Revision 3) [REP1-025 R] to remove the wording <i>'No activity where significant noise is audible beyond the Onshore Development Area will take place outside of these hours including Sundays, public holidays or bank holidays apart from under the following circumstances'</i> and replace it with the following <i>'No plant or machinery in the construction of the Projects shall be used outside the agreed core hours 7am – 7pm Monday to Saturday and at no time on Sundays or Bank Holidays unless agreed in writing with the Local Authority, likely under the following circumstances:....'</i></p> <p>The Applicants have submitted the updated OCoCP (Revision 4) [document reference 8.9] at Deadline 4.</p>

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26	With reference to paragraph 33 of the oCoCP [REP1-025], clarify where (on private land or on the public highway) light vehicles or heavy goods vehicles would be required to wait outside the agreed hours.	<p>The Applicants would initially clarify that some construction vehicles would travel to the relevant work areas via the highway network outside of the agreed working hours (07:00 to 19:00) For example, a Heavy Goods Vehicle (HGV) with a delivery slot of 07:00 to 08:00 may need to be driving 'on the road' from the supplier before 07:00. Equally, deliveries between 18:00 and 19:00, may need to travel back to their point of origin outside of the agreed working hours. The Applicants therefore clarifies that in most instances, vehicles will not need to wait and will instead be travelling to or from the relevant work areas to their place of origin (e.g. their home/accommodation for workers or depot for deliveries).</p> <p>To ensure that vehicles do need not wait on the highway, the Applicants refer to the commitments within paragraphs 33, 34 and 59 of the Outline Construction Traffic Management Plan (OCTMP) (Revision 2) [AS-020].:</p> <p>33. <i>With the exception of the clauses above, HGV construction traffic movements would not be permitted outside of the hours referred to in Requirement 20. This does not preclude HGV travel to and from the site of the relevant work via the wider highway network which may occur during the mobilisation / demobilisation hours.</i></p> <p>34. <i>Any HGVs which are projected to arrive on site outside of normal working hours would be required to park at an appropriate lorry park, services and other designated overnight parking locations until they can complete their journey within appropriate restrictions. These locations would be agreed with the highway authorities prior to the commencement of construction and would be communicated to drivers within their delivery instructions (outlined within section 2.4.1).</i></p> <p>59. <i>With the exception of the clauses above, Light Vehicle (LV) construction traffic movements would not be permitted outside of the hours referred to in Requirement 20. This does not preclude LV travel to and from the site of the relevant work via the wider highway network which may occur during the mobilisation / demobilisation hours.</i></p> <p>Furthermore, as described in OCTMP (Revision 2) [AS-020] section 4.8, appropriate loading / unloading and parking areas for construction vehicles would be designated within the construction sites to avoid the need for parking or waiting on the highway. These matters would all be managed and agreed with ERYC by the Traffic Management Co-ordinator, through the processes described in the OCTMP (Revision 2) [AS-020].</p>
Onshore Historic Environment		
27	<p>In relation to the effects on the anti-aircraft gunsite near to Butt Farm, Table 1-2 of [REP2-059] sets out that prior to mitigation there would be less than substantial harm at the lower end of the scale, but that this would reduce to no harm after mitigation.</p> <p>Confirm if 'pre-mitigation' represents the level of harm at Year 1 of operation, and therefore post mitigation represents Year 10 of operation, or if not, how should pre and post mitigation stages be interpreted?</p>	<p>Effects 'pre-mitigation' of the proposed Onshore Converter Stations on the Butt Farm gun site refer to the complete absence of any of the mitigation measures set out in the DAS (Revision 2) [REP2-028]. Effects 'pre-mitigation' of the proposed Onshore Converter Stations on the Butt Farm gun site refer to the complete absence of any of the mitigation measures set out in the DAS (Revision 2) [REP2-028].</p> <p>Mitigation of the predicted effects of the proposed Onshore Converter Stations comprise two elements:</p> <ul style="list-style-type: none"> Design treatment of the finish and colour of the Onshore Converter Station buildings intended to reduce its visual prominence in views of and from the gun site. Woodland planting to the north of the Onshore Converter Stations site to screen lower elements of the Onshore Converter Stations and increase the perceptual separation of the asset from the proposed development. <p>The proposed design treatment of the Onshore Converter Station buildings would be in place at the beginning of the operational phase, and at year 1, the 'pre-mitigation' effect would already be reduced somewhat but would remain significant and adverse. Woodland planting would take longer to mature, and the year 10 of operation is considered</p>

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		<p>to be the point by which this planting is sufficiently mature to be fully effective and reduce the residual significance of effect to from moderate minor adverse, and not significant.</p> <p>While no evidence for archaeological remains of the former Heavy Anti-Aircraft gunsite have been observed within that part of the battery that is within the DCO Order Limits, Historic England have raised concerns that such may yet be present and disturbance would result in loss of archaeological interest of the scheduled gun site. Where proposals for archaeological investigation can be agreed with Humber Archaeology Partnership (HAP), any such consequential loss of archaeological interest would be mitigated before the commencement of operation.</p>
28	In relation to the effects on the anti-aircraft gunsite near to Butt Farm, ES Chapter 22 [AS-092] states that prior to mitigation, the effect on the heritage asset is described as being moderate adverse and significant. At what point would the effect be reduced to not significant, following the introduction and establishment of landscape mitigation?	<p>As noted in the response to Action Point 27 above, any effect would be partly mitigated in advance of the commencement of operation. While the exact point at which the planting would be sufficiently mature to provide effective mitigation is difficult to predict, any adverse effect would be progressively reduced such that year 10, any effect would be fully mitigated.</p> <p>As stated in Action Point 27 above, whilst the design treatment of the Onshore Converter Station buildings would be in place at the beginning of the operational phase, and at year 1, the 'pre-mitigation' effect would already be reduced somewhat but would remain significant and adverse. Woodland planting would take longer to mature, and the year 10 of operation is considered to be the point by which this planting is sufficiently mature to be fully effective and reduce the residual significance of effect to from moderate minor adverse, and not significant.</p>
29	Confirm to what extent would noise from the convertor stations during operation be discernible from the gun emplacement. If noise would be discernible confirm what this noise would be and how would this affect the experience of the setting of the scheduled monument nearby to Butt Farm.	<p>Historic England (Then English Heritage) commissioned guidance to advise on the assessment of the effects of noise on heritage assets (Fiumicelli et al. 2014 <i>Aviation Noise Metric - Research on the Potential Noise Impacts on the Historic Environment by Proposals for Airport Expansion in England</i>). While the assessment method that this guidance sets out are specific to aviation noise, the report identified four categories of designated heritage assets that are particularly sensitive to effects arising through noise. These are:</p> <ul style="list-style-type: none"> • When solitude, embedded with quietness, is intrinsic to understanding the form, the function, the design intentions and the rationale for the siting of a heritage asset • When a non-quiet and specific existing soundscape forms part of the functional understanding of the heritage asset • When the abandonment of a heritage asset; a monument, building or landscape, in antiquity (or more recently), has created a perceived 'otherworldly romanticism' enabled by the absence of anthropogenic sounds (quietness) • When the absence of 'foreign (modern) sounds' allow an asset to be experienced at 'a very specific point in time' that is intrinsic to understanding the heritage assets significance. <p>The Butt Farm site does not meet any of these criteria, and consequently, an effect would arise only where operational noise from the Onshore Converter Station would present a qualitative change to the character of the site, which can at present be described as relatively quiet, with distant road noise and noise from the camp site and agricultural uses.</p> <p>The gun emplacement was not assessed as part of the operational noise impact assessment for the Onshore Converter Station(s) contained within Chapter 25 Noise (Revision 2) [REP1-019]. However, additional calculations have been undertaken and specific sound levels from the operation of the Onshore Converter Station/s at the anti-aircraft gunsite have been predicted to be 36 dB L_{Aeq,T} (based on worst case scenario of two converter stations operating simultaneously).</p>

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		<p>The ambient and background sound levels at the gunsite are likely to be similar to those measured at nearby Butt Farm (approx. 330m away, and considered to be representative). The daytime ambient sound levels at Butt Farm were measured as 49 dB $L_{Aeq,16hr}$. The daytime background sound levels at Butt Farm were measured as 45 dB $L_{A90,T}$.</p> <p>Therefore, the predicted noise level from the Onshore Converter Station(s) are likely to be around 13 dB below existing ambient sound levels and 9 dB below background sound levels.</p> <p>When assessed using the methodology used for residential dwellings in the noise and vibration impact assessment (i.e. BS 4142 that assess annoyance effects in residential settings) it would be concluded that the impact of this level of noise would be 'negligible' and close to the threshold for 'no impact'.</p> <p>It is not possible to objectively define audibility (i.e. if noise is likely to be heard at the Heavy Anti-Aircraft gunsite). However, considering the existing sound climate and the predicted level of noise, it is considered unlikely that noise from the Onshore Converter Station(s) would be readily discernible at the anti-aircraft gunsite.</p> <p>Operational noise at the levels predicted would not present a qualitative change to the setting or experience of the asset and would therefore not contribute to any change in heritage significance.</p>
30	Consider whether a visualisation should be provided which would show the proposed access road from the scheduled monument near to Butt Farm.	Viewpoint CH2, has been updated to include the access road as requested, this is provided at Deadline 4 (Landscape and Visual Impact Assessment Figure 23-1 to Figure 23-17 (Revision 4) [document ref: 7.23.1]).
33	Discuss the possibility of potential enhancements to the gun emplacement and how these could be delivered.	<p>These potential enhancement measures comprise aspects of the project wide archaeological engagement and outreach strategy which is set out as Appendix 3 of the updated Outline Onshore Written Scheme of Investigation (Revision 2) [document ref: 8.14] submitted at Deadline 4. To summarise, these measures comprise actions that would require consent of the landowner and occupier of the Butt Farm site, as well as actions that can be delivered through the use of land controlled by the Projects or which would be offsite.</p> <p>These measures can be set out under three headings:</p> <ul style="list-style-type: none"> Physical enhancements to the scheduled site. These would require landowner/occupier consent and potentially Scheduled Monument Consent. Development of a virtual model of the Butt Farm site and provision of off-site interpretation. Landowner/occupier consent would not be required for this option, but would allow for a more accurate model. Sponsorship of community-based archaeological and historical research which would not require site access.
Onshore Ecology		
34	Update the outline Ecological Management Plan (oEMP) [REP2-029] to clarify that the minimum six meter hedgerow removal for 'haul road crossings adjoining the public highway' is caveated with 'where required' or 'as appropriate'.	'Where required' has been added to the OEMP (Revision 5) [document reference 8.10] in response to Action Point 34 and has been re-submitted at Deadline 4.
35	Clarify if the proposed monitoring (Section 1.10 of the oEMP [REP2-029]) would include the extent of hedgerows lost during construction and whether this would also include reporting on size, age and matureness of the lost hedgerows to understand potential replacement requirements. Update the oEMP [REP2-029] to include appropriate wording.	Additional wording has been added to the OEMP (Revision 5) [document reference 8.10] which includes the monitoring requirement of the ECoW to record the extent, species mix and estimated age/ maturity of the hedgerow loss during construction. Any updates to the Landscape Management Plan would then be made if required prior to new planting being implemented. The OEMP (Revision 5) [document reference 8.10] has been re-submitted at Deadline 4 to reflect this update.

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36	Clarify whether it would be possible to re-use any removed hedgerows and if so, explain how this would be achieved and secured.	The Applicants acknowledge that this may be a possibility but cannot confirm that this would be applied to the Projects at this stage due to the length of time which the hedges would need to be retained. The Applicants will investigate further post consent if this would be a viable option.
37	Update the oEMP [REP2-029] to ensure that ERYC is consulted on the ecological work reports and records of any breaches as referred to in paragraph 227 and 228 of the oEMP [REP2-029] .	ERYC would be consulted on the ecological work reports and records of any breaches. The OEMP (Revision 5) [document reference 8.10] has been updated in response to Action Point 37 to reflect this and submitted at Deadline 4.
38	Review the use of the term 'like for like' replacement as part of the oEMP [REP2-029] in relation to trees and clarify that the term is used solely in relation to failed planting.	'Like for like' has been amended in the OEMP (Revision 5) [document reference 8.10] and submitted at Deadline 4 to use wording which clearly states that any failed planting would be replaced with the same planting choice which has failed.
39	Update the Tree Preservation Order and Hedgerows Plan [REP3-003] in relation to Hoo36 (line of trees) to correctly show what is proposed.	The Tree Preservation Order and Hedgerow Plan (Revision 6) [document reference 2.18] has been updated to amend Hoo36 from a 'No interaction with line of trees' to 'Line of trees crossed via trenchless crossing' and submitted at Deadline 4 as Tree Preservation Order and Hedgerow Plan (Revision 6) [document reference 2.18].
40	Review whether any parties (such as ERYC or the Woodland Trust) should be consulted on the proposed depths and details of the trenchless crossing works at Bentley Moor Wood ancient woodland and update the oEMP [REP2-029] as required.	The Applicants would consult with ERYC on the proposed depths and details of the trenchless crossing works at Bentley Moor Wood ancient woodland. This has been included in the OEMP (Revision 5) [document reference 8.10] submitted at Deadline 4.

Geology and Ground Conditions / Land Use and Agriculture

41	To avoid confusion, the applicants are requested when next updating ES Chapters 19 [APP-158] and 21 [REP2-022] to include the numerous clarifications provided in response to ISH2 action points [AS-155] and ExQ1 [REP3-027] .	The Applicants have reviewed responses provided in The Applicants' Responses to January 2025 Action Points (Revision 2) [AS-155] and The Applicants' Responses to ExQ1 [REP3-027] in relation to both Chapter 21 Land Use (Revision 3) [REP2-022] and Chapter 19 Geology and Land Quality. Chapter 19 Geology and Land Quality [APP-158] and Chapter 21 Land Use (Revision 3) [REP2-022] will be updated and submitted at Deadline 7.
42	To respond to Mr Stones query whether the applicants would be repairing and maintaining the drainage in close proximity to the cable, for the lifetime of the project, given the problems experienced finding contractors to undertake works to drainage in the area.	<p>The Applicants can confirm that they would be liable to maintain and repair any pre and post construction installed drainage by the Applicants as part of the proposed Drainage Scheme but would not be liable for maintaining or repairing any existing drainage, not impacted by proposed Drainage Scheme, inside or outside the Easement strip.</p> <p>The proposed Easement states:</p> <p><i>'After the installation and construction of the infrastructure in on and under the Easement Strip:</i></p> <p><i>the right to execute and thereafter use inspect maintain adjust alter renew repair test cleanse on the Easement Strip (and where necessary any other land to the extent that such land is within the ownership or control of the Grantor) such works as may be reasonably necessary to reinstate the Drainage System and/or implement the Drainage Scheme (as applicable and if any) following the installation of the Infrastructure together with a right to enter on to the Easement Strip (and where necessary any other land to the extent that such land is within the ownership or control of the Grantor) for the purposes of exercising the rights granted.</i></p> <p>The Applicants would be acquiring a restrictive covenant through the DCO to "prevent anything to be done by way of excavation of any kind in the land nor any activities which would alter, increase or decrease ground cover or soil levels in any manner whatsoever without the consent in writing of the undertaker save as are reasonably required for agricultural activities".</p>

Action No.	Action	Applicants' Response
		<p>This would include any drainage works being subject to the Applicants consent, but this would not prevent any landowner from undertaking remedial drainage works outside the 2x12m Easement Strip(s) or land not restricted by the DCO. Any proposed works within the restricted area would be subject to an asset protection type permit to dig, in line with all existing utility providers. This is a process that all contractors are familiar with and wouldn't pose a constraint to works taking place as long as they don't pose a risk to the integrity of the assets. The Outline Operational Drainage Strategy will be updated at Deadline 7 to add further details about long term maintenance of drainage along the Onshore Export Cable Corridor, which is secured by Requirement 16 of the Draft DCO (Revision 7) [document reference:3.1].</p>
43	Clarify whether the approximate 41 hectares of agricultural land referred to in response to ISH2 supplementary question 13.3 [REP1- 050] is correct.	<p>ISH2 supplementary question 13-3 asked "<i>Can you quantify the area of land temporarily restricted for agricultural use for longer than two years (the temporary construction compounds along the onshore export cable corridor, transition jointing bay compound in the landfall zone, the jointing bays located approximately every 750m to 1500m, and sections of haul road) [AS-111, paragraph 104]? This should include a plan to identify the sections of haul road that this applies to</i>".</p> <p>The Applicants have reviewed the response to ISH2 supplementary question 13-3 and can confirm that the 41 hectares reported in the response was provided in error. Thank you for bringing this to our attention.</p> <p>The Applicants have re-visited this question based on the area within the Order Limits and using the assumptions listed below to consider the worst case calculation for the area of land temporarily restricted for agricultural use for longer than two years, up to 6 years. These assumptions will be added to Chapter 5 Project Description (Revision 3) [REP1-009] for Deadline 7.</p> <p>Assumptions for calculating the total area of land temporarily restricted for agricultural use for longer than two years, up to 6 years, consists of:</p> <ul style="list-style-type: none"> • 50% of the Temporary Construction Compounds (TCCs) along the Onshore Export Cable Corridor • 50% of the haul road (assumed to be 10m wide over 3km) • The landfall TCC and Transition Jointing Bay Compound • The Onshore Substation Zone TCCs • All Jointing Bays and associated working area locations • Substation Zone -land which will be permanently acquired i.e. the Onshore Converter Station(s) and associated landscaping based on freehold plots in the Book of Reference (Revision 6) [document reference 4.2]. <p>The total area of land temporarily restricted for agricultural use for longer than two years and up to 6 years, based on the above, equates to approximately 72ha. The implications of this on the assessment of Impact 2 Temporary Loss of Agricultural Land during construction is detailed below in response to Action Point 45.</p> <p>It is not possible to identify on a plan which sections of haul road would be temporarily restricted for agricultural use for longer than two years as Jointing Bays could be spaced between 750m or 1500m, as such the assumption that 50% of the haul road would remain in place for up to 6 years has been applied.</p> <p>This equates to 10% of the total land within the Order Limits.</p> <p>This means 90% of the land within the Order Limits would be returned to the relevant landowner within 2 years. The implications of these numbers on the assessment of Impact 2 Temporary Loss of Agricultural Land during construction is detailed below in response to Action Point 44.</p>

Action No.	Action	Applicants' Response
44	To reflect on the collective land use effects identified in Chapter 21 [REP2-022], response to ISH2 action points [AS-155] and ExQ1 [REP3-027], and confirm how you have concluded a low magnitude of impact for the construction phase. Specific consideration should be given to the extent of agricultural land which is affected for longer than two years.	<p>In terms of the assessment reported in Chapter 21 Land use (Revision 3) [REP2-023], the following text in Table 21-8 was deleted in error when updating the chapter from Revision 2 to Revision 3 for Deadline 2 "<i>Medium to long term (2-5 years) loss of agricultural land</i>" (as referenced in Action Point 43).</p> <p>The Applicants have revisited the definition of magnitude in Table 21-8 and the outcome of the assessment of Impact 2 Temporary Loss of Agricultural Land, as a result and following further discussion at ISH4.</p> <p>The Applicants have reinstated the text "<i>Medium to long term (2-5 years) loss of agricultural land</i>" within Table 21-8 for a medium magnitude of impact. Following the assessment methodology in Chapter 21 Land use (Revision 3) [REP2-023], the total area of land within the Order Limits which could be temporarily lost during construction, would be approximately 720ha. When considering the short term (<2 years) loss of agricultural land, approximately 90% of the land within the Order Limits would be returned to agriculture and the associated land owner within the first 2 years. This would result in approximately 72ha of land temporarily restricted for agricultural use for longer than two years and up to 6 years in a sequential construction scenario of <i>Medium to long term (2-5 years) loss of agricultural land</i>. In either instance, up to 2 years loss or up to 6 years loss, the total area of soil temporarily unsuitable for agriculture exceeds the threshold of 20ha in Table 21-8. As a result, the magnitude of impact would be medium over both the short term and medium to long term, in accordance with the Institute of Environmental Management and Assessment (IEMA 2022) guidance for assessing magnitude of impact.</p> <p>This would result in a medium magnitude of impact on a high sensitivity receptor and is therefore considered major adverse. This is an update from Chapter 21 (Revision 3) [REP2-022] which had defined the magnitude of impact as low on a high sensitivity receptor resulting in a significance of effect of moderate adverse.</p> <p>Chapter 21 (Revision 3) [REP2-022] will be amended for Deadline 7 to reference the change in overall significance of effect.</p> <p>While additional mitigation would not reduce the total area of soil temporarily unsuitable for agriculture below 20ha in the short or medium to long term, the Applicants are still committed to returning approximately 90% of the land within the Order Limits to the landowners within the first 2 years of construction. This would remain a residual significance of effect of medium magnitude on a high sensitivity receptor and is considered a major adverse significance of effect, which is deemed significant in EIA terms. The Applicants will update Chapter 21 Impact 2 Temporary Loss of Agricultural Land to reflect this change in significance for Deadline 7.</p>
45	To explain why the magnitude of impact descriptions in Table 21 -8 reference to '2 – 5 years loss of agricultural land' was included in the original ES Chapter 21 [APP-169] and provide justification for removing this reference within revision 3 of the document [REP2-022]? Your response should carefully consider responses provided earlier in the examination related to the definition of the of magnitude of impact.	<p>The Applicants explained during ISH4 that both the IEMA guidance and professional judgment had been used to form the assessment criteria, as noted in Table 21-8 of Chapter 21 Land Use (Revision 3) [REP2-002]. The definition of magnitude of impact is therefore a combination of industry guidance and professional judgement.</p> <p>Durations of temporary loss to agricultural land included within Table 21-8 of Chapter 21 Land use [APP-169] were based on the precedent set by other approved DCO projects, for example Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects Chapter 19 – Land Use, Agriculture and Recreation (document reference 6.1.19, available on the PINS website), as well as professional judgement to assist with assigning the magnitude of impact when the project extends over many years. Assigning durations is also in line with the approach taken by Hornsea 4 Chapter 6: Land Use and Agriculture [document reference A3.6].</p> <p>The reference to '<i>2-5 years loss of agricultural land</i>' within Table 21-8 of Chapter 21 Land use (Revision 3) [REP2-023] had been removed by error within the Revision 3 document. The reference will be reinstated as part of the updates to Chapter 21 Land use (Revision 4) [document reference 7.21] which will be submitted at Deadline 7.</p>

Action No.	Action	Applicants' Response
46	Can you confirm if the draft DCO [REP3-004] for the proposed development could secure an effective return of land consistent with the mitigation timescales identified in Chapter 21 [REP2-022]? If not, explain how you intend to address the associated concerns raised in [REP1-073].	<p>The Outline Code of Construction Practice (Revision 4) [document reference: 8.9], which is secured by Requirement 19 of the Draft DCO (Revision 7) [document reference: 3.2] Section 5.15 states that '<i>Following completion of the Onshore Export Cable Corridor, the working area will be reinstated to a state commensurate with condition prior to the commencement of works, set out in a schedule of condition or subject to landowner agreement, improved, according with details set out in the OLMP, (Volume 8, application ref: 8.11) (see Table 3-3). This will include works between jointing bays, where ducts are installed which would be reinstated within two years, as detailed in Volume 7, Chapter 5 Project Description (application ref: 7.5) and Volume 7, Appendix 18-10 Biodiversity Net Gain Strategy (application ref: 7.18.18.10)</i>'.</p> <p>Chapter 5 Project Description (Revision 3) [REP1-009], states in section 5.7.1.7 that: '<i>All land / habitats within the Onshore Development Area would be subject to temporary losses. In each Development Scenario, the Projects are committed to a rolling reinstatement between the Jointing Bays within two years of the start of construction</i>'. This is a certified document.</p> <p>The same commitment is also included in the Commitments Register (Revision 2) [REP2-025], see ref C145 which states that: '<i>Habitats between Jointing Bays will have topsoil and subsoil reinstated within two years from the start of construction i.e. from the point at which habitat is removed from any one area. Areas allocated for Temporary Construction Compounds (TCCs) and Haul Roads will be reinstated when construction has been completed. Permanent habitat loss has been minimised during the site selection and route refinement process of the Projects, with the most sensitive habitats, being avoided where possible</i>'. Finally, it is also a key commitment in Appendix 18-10 - Biodiversity Net Gain Strategy [APP-157].</p> <p>Requirement 25 of the Draft DCO (Revision 7) [document reference: 3.1] (<i>Restoration of land used temporarily for construction</i>), states that land must be reinstated to its former condition, or such condition as the relevant planning authority may approve '<i>as soon as reasonably practicable and in any event within 12 months of completion of the relevant phase of the onshore works</i>'.</p> <p>In addition, under Article 29(3) of the Draft DCO (Revision 7) [document reference 3.1], the undertaker must not remain in possession of any land subject to temporary possession for longer than is reasonably necessary and in any event, without the agreement of the landowners, the undertaker may not remain in possession of the land for longer than one year post-completion of the relevant part of the authorised project (unless a notice of entry has been served).</p> <p>As detailed in Action No.44 approximately 90% of the land within the Order Limits would be returned to its original use within two years. Therefore, this would only apply to that land which may be required for between 2 and 6 years. As discussed at ISH 4, the situation described on another scheme by Mr. Stones was very specific and not relevant to this Project. The Applicants would seek to keep an open dialogue with the landowners through the Agricultural Liaison Officer (ALO) and their agents keeping them up to date on when land would be returned. As detailed in the Outline Communications and Public Relations Procedure (OCPRP) included in Appendix B of the OCoCP (Revision 4) [document reference: 8.9].</p>
48	Update the depth of cable throughout the whole ES so it accurately reflects the minimum cable depth of 1.1m reduced by 0.2m to the cable protection tile. Confirm if this changes any of the ES assessments of significant effect.	<p>The Applicants wish to clarify that the minimum depth, below agricultural land would be 1.1m between the restored surface and the uppermost part of the proposed cable duct and 0.9m between the restored surface and the protective tile to align with the wording in the Deed of Grant. The minimum depth for agricultural land of 1.1m is not currently included in any document submitted with the application but has been designed to allow ploughing to take place above the cable ducts. The Applicants therefore propose to update Table 4-4 in the DAS (Revision 2) [REP2-027] and Table 5-27 of Chapter 5 Project Description (Revision 3) [REP1-009] to include this detail at Deadline 7,</p>

Action No.	Action	Applicants' Response
		<p>which would be how the minimum depth is secured by the DCO as these documents are certified. Please note, this would only be for agricultural land as there may be some, limited land uses where a shallower depth is more appropriate. This will also be added to the OCoCP (Revision 4) [document reference: 8.9], at Deadline 7, secured by Requirement 19 of the Draft DCO (Revision 7) [Document reference: 3.1].</p> <p>Land interests will be provided with as built drawings of the Project(s) final design once all construction works are complete. These will accurately record the GPS location and depth at the time of laying. In addition, Appendix A Outline Soil Management Plan (OSMP) (Revision 2) of the OCoCP (Revision 4) [document reference:8.9] includes details of all proposed soil management measures and is secured by Requirement 19 of the Draft DCO (Revision 7) [document reference 3.1]. Section 4.7.9 specifically sets out how the Contractor would be required to reinstate the top soil, this states that a 'written and photographic record of re-instated topsoil depth is to be made in all enclosures'. Please note, the Soil Resource Assessment Survey Results are included in Appendix A-1 of the OSMP and already include details of soil depth within the Order Limits.</p> <p>As detailed in ISH4 the Chapter 5 Project Description (Revision 3) [REP1-009] includes an approximate depth of trench to top of duct of 1.3m to 1.7m and is included in Table 5-27. Therefore, this update will provide clarity on a minimum depth but, it would not significantly alter the design envelop assessed in the ES. The minimum depth would still allow agricultural practices to take place above the cable ducts which is a fundamental requirement of the design related to the Land Use assessment. For all other assessments a deeper depth would represent the worst case e.g. in terms of the volumes of excavated material and associated spoil and vehicle movement or possible interactions with ground water, contamination or buried archaeology. For other topics including: Terrestrial Ecology and Ornithology; Landscape and Visual Impact Assessment; Socioeconomics; Tourism and Recreation and Climate Change the depth of trench is not specifically considered in the assessment. Therefore, there would be no change to the ES assessments of significant effect.</p>
50	Confirm how landowners would be able to recover reasonable expenses incurred applying for consent [REP1-073, LUA 1.10] contrary to the restrictive covenants in Schedule 7 in the draft DCO [REP3-004] and where this is secured.	The Applicants have reserved the right in the voluntary Deed of Grant for landowners to recover all reasonable and proper liability fees charges disbursements costs and expenses (" Costs ") incurred in connection with any application for consent made by the Landowner to the Applicants pursuant to seeking consent to carry out excavation of any kind in the Easement Strip or any activities which may increase or decrease the ground cover or soil levels on the Easement Strip. If compulsory acquisition powers were used, then landowners would be entitled to claim compensation in line with the Compensation Code.
51	<p>Review wording in ES Chapter 19 [APP-158] to:</p> <ul style="list-style-type: none"> include a commitment to undertaking the mineral resource assessment (MRA) rather than 'as required'. explain why undertaking a MRA but not actually extracting the mineral would reduce the magnitude of impact from medium to negligible. explain if a MRA found it was uneconomical to extract the resource prior to construction should the significance of effect be concluded as moderate. identify the likely extraction activities if the MRA finds this to be viable prior to construction and how the ES assesses these activities as a worst case scenario. 	<p>The Applicants have grouped their response for the first four bullet points:</p> <p>As discussed in ISH4, following further consideration since the submission of the Application the Applicants do not intent to extract any mineral resource, which may be located within a Mineral Safeguarded Area (MSA) prior to construction. Given the narrow linear nature of the Onshore Export Cable Corridor it would not be practicable to remove minerals from such a small area within a larger MSA. Consideration would also be needed to the resultant excavation and how that would be managed i.e. any mineral extracted would need to be backfilled with a material similar to that extracted to prevent disruption to agricultural activities and ground permeability etc. This would lead to environmental impacts of having to backfill the void and potential land stability issues. It should also be noted other recently consented Offshore Wind Farms including Rampion 2 and Hornsea Four have not committed to undertaking mineral extraction prior to construction in a MSA.</p> <p>The Applicants originally included undertaking a Mineral Resource Assessment (MRA) as a mitigation measure in response to Policy EC6 '<i>Protecting mineral resources</i>', set out in the East Riding of Yorkshire and Kingston upon Hull Joint Minerals Local Plan 2016 – 2023 (Adopted in November 2019). This policy has been reviewed again in light of</p>

Action No.	Action	Applicants' Response
	<ul style="list-style-type: none"> identify mitigation measures to safeguard mineral resources given the decommissioning activities are unknown and may include leaving the assets in 	<p>the comments made at ISH4 and confirms the purpose of a MRA is to identify if there is a commercially viable amount of mineral and if it can be extracted to construction.</p> <p>Noting the above, Applicants have reviewed Chapter 19 Geology and Land Quality [APP-159] and have concluded that the commitment to undertake a MRA would not alter the magnitude of impact during the operational phase, if the Applicants could not commit to extract any mineral resource identified. The Applicants therefore acknowledge some potential areas of mineral resource would be sterilised for the duration of the Projects operational life, which cannot be mitigated by a MRA. The magnitude of impact post mitigation will therefore be updated in Chapter 19 Geology and Land Quality, at Deadline 7 and retained as medium. This would result in a residual significance of effect of moderate adverse which is significant in EIA terms. The Applicants will also remove reference made to undertaking a MRA in the following documents at Deadline 7:</p> <ul style="list-style-type: none"> Chapter 19 Geology and Land Quality [APP-159]: <ul style="list-style-type: none"> Section 19.6.1.4.5, paragraph 143 states A Mineral Resource Assessment (MRA) would be undertaken (if required) post consent. Section 19.6.2.3.5 paragraph 199 indicates it may be necessary for a MRA to be undertaken. It is acknowledged that that wording does not provide a definition on how it would be determined if one was required or not. Commitments Register (Revision 2) [REP2-025]: <ul style="list-style-type: none"> Commitment C070 Minerals Resources Assessment <p>The Outline Code of Construction Practice (Revision 4) [document reference: 8.9], has already been updated at Deadline 4 in section 6.2.2.8 to remove reference to undertaking a Mineral Resource Assessment, prior to construction.</p> <p>In response to the fifth bullet point The Applicants note that there is no decommissioning plan currently in place for the Onshore Export Cables as industry best practice, rules and legislation change over time. Chapter 19 Geology and Land Quality [APP-159] paragraph 224 states that it is likely that the cables would be pulled through the ducts and removed as part of the decommissioning. This would leave the ducts in situ. If planning permission is granted within an MSA post decommissioning it is envisaged that the minerals would be fully extractable and that the operator of the extraction activity would remove the ducts as required as part of their operation, thus the sterilisation is temporary and mineral extraction would be possible following decommissioning. This fulfils the requirement of Policy EC6 to demonstrate that '<i>Non-mineral development can take place without preventing the mineral resource from being extracted in the future</i>'; or that '<i>Non-mineral development is temporary in nature</i>.'</p> <p>It should also be noted that the Projects considered route refinement as part of the site selection process to avoid as much of the MSA as practically possible. As shown on Figure 19-7 (Revision 3) [document reference 7.19.1], significant extents of MSAs are located across the ERYC and it was not possible to avoid these areas entirely. As detailed in Section 19.6.1.4.2 of Chapter 19 Geology and Land Quality [APP-159], the total area of MSAs within the Onshore Export Cable Corridor is approximately 0.03% of the total MSA within the ERYC boundary and these areas are spread along the route as isolated areas. In all cases, where the Onshore Export Cable Corridor intersects a MSA, Areas of Search or Preferred Area only part of each area is impacted and not the whole protected area. It is important to note that the safeguarding of mineral resources is not an indication that the resource will necessarily be worked in the future.</p> <p>As mentioned above, The East Riding of Yorkshire and Kingston upon Hull Joint Minerals Local Plan 2016 – 2023 (Adopted in November 2019) also includes '<i>Area of Search for Sand and Gravel</i>' and '<i>Preferred Area of Sand and</i></p>

Action No.	Action	Applicants' Response
		<p><i>Gravel'</i>. Preferred Areas are where resources are known to exist and where planning permission might reasonably be anticipated. The Projects only interact with one 'Preferred Area of Sand and Gravel' to the South of Catwick, see Figure 19-7b and the route was specifically located to minimise land take in this area to the most southerly extent possible, following consultation with the land owner. The Onshore Export Cable Corridor also passes through two other 'Areas of search' to the north of Long Riston and Sigglesthorne, also shown on Figure 19-7b. Areas of Search are where there is less certainty about the mineral resource.</p> <p>In addition, the Applicants accept that some landowners may have mineral extraction potential and that the Projects may sterilise its extraction during operation, meaning that compensation could be payable. This is provided for by Article 26 of the Draft DCO (Revision 7) [document reference 3.1], which states that '<i>Parts 2 and 3 of Schedule 2 (minerals) to the Acquisition of Land Act 1981(a) are incorporated in this Order</i>'. Schedule 2, Part 3 of the Acquisition of Land Act 1981(a) states that:</p> <p style="padding-left: 40px;"><i>'(3) Subject to paragraph 4(1) below, if the acquiring authority consider that the working of the underlying mines or minerals is likely to damage the undertaking, and is willing to compensate the owner for all or any part of the mines, the owner shall not work or get them.</i></p> <p style="padding-left: 40px;"><i>(4) If the acquiring authority and the owner do not agree on the amount of compensation the question shall be referred to and determined by the [F1Upper Tribunal].'</i></p> <p>These additional points will be added to Chapter 19 Geology and Land Quality [APP-159] at Deadline 7. The Applicants will approach EYRC to discuss this matter further, should a suitable contact be available - although no comments on MSA have been received previously, as confirmed at ISH4.</p>
52	To reissue Chapter 19 figures [REP1-013] that refer to the effect of the Natural England impact risk zones affecting the whole of the area.	<p>Chapter 19 Geology and Land Quality Figure 19-1 to Figure 19-9 (Revision 2) [REP1-0.13] has been updated to remove the statement in the notes of Figure 19-3 that stated '<i>The whole route is impacted by SSI impact risk zones</i>' as this was incorrect. Chapter 19 Geology and Land Quality Figure 19-1 to Figure 19-9 (Revision 3) [document reference 7.19.1] has been submitted at Deadline 4.</p>
53	To provide the evidence referred to that Skipsea Drain being mislabelled in the ERYC Local Plan as a local geological site.	<p>As discussed in the Applicants response to GGC.1.1 of The Applicants' Responses to ExQ1 [REP3-027], the documentation provided on the ERYC website does not provide the evidence base for Skipsea Drain being an Local Geological Sites (LGS) or a Regionally Important Geological Site (RIGS) and neither do the Hull Geological Society the organisation that designates these sites (Skipsea Drain is not listed)³.</p> <p>In order to understand whether Skipsea Drain has any form of geological designation, the Applicants contacted Hull Geological Society. Hull Geological Society confirmed to the Applicants via email dated 14th March 2025 that Skipsea Drain does not have a designation as either a RIGS or LGS, it is only the sediments over which the drain flows that are designated. ERYC were also consulted on this matter in March 2025 and have been informed of the response from Hull Geological Society. The email chain with both Hull Geological Society and ERYC are included in Appendix D. The Applicants have asked that ERYC update their base mapping to remove Skipsea Drain as a LGS. Figure 19-3 has been updated to remove the 'Local Geological Sites' layer from the Figure and submitted at Deadline 4 as Chapter 19 Geology and Land Quality Figure 19-1 to Figure 19-9 (Revision 3) [document reference 7.19.1].</p>

³ Available at: <https://hullgeolsoc.co.uk/RIGSlist.html>

5 Responses to Issue Specific Hearing 5 Action Points

Table 5-1 The Applicants' Responses to the Examining Authority's Action Points from ISH5 [EV10-002] held on Thursday 10th April 2025

Action No.	Action	Applicants' Response
2	Consider NE's request for a cumulative displacement impact on auks using a buffer greater than 2 kilometres (km) and consider whether an assessment in accordance with NE's proposed approach could be carried out. If so, confirm at which deadline this assessment could be submitted into the examination.	As discussed at ISH 5, Natural England's request for the auk displacement assessment to include areas beyond the standard 2km buffer is unprecedented and therefore the Applicants are seeking an opportunity to discuss this matter with NE in order to agree a methodology. It is the region between the two Array Areas which is the focus of Natural England's interest. Once the Applicants and Natural England have had an opportunity to discuss and agree on a method, a delivery deadline for submission to the examination will be provided, if required.
6	Submit a detailed explanation as to why a greater air gap could not be provided (as approved under the Hornsea Four Development Consent Order (DCO)) to reduce the impact on bird collision with less turbines, whilst maintaining commercial viability.	This is provided in the updated Ornithological Mitigation Option Report (Revision 2) [document reference 10.42] submitted at Deadline 4.
11	Update Table 5-1 in the Project Level Kittiwake Compensation Plan [REP2-010] to include compensation ratios of 1:1,1:2, or 1:3.	This is provided in Appendix 1 Project Level Kittiwake Compensation Plan (Revision 5) [document reference 6.2.1] submitted at Deadline D4.
12	Submit their position on whether their compensation plans could provide sufficient nesting spaces for kittiwakes to meet the full range of estimates within Table 5-1 [AS-174], including the most conservative estimates at a 3:1 ratio.	The Applicants can confirm that their compensation plans could provide sufficient nesting space for kittiwakes to meet the full range of estimates in Table 5.1 of Appendix 1 Project Level Kittiwake Compensation Plan (Revision 5) [document reference 6.2.1] submitted at Deadline 4. The Applicants would like to point out however the upper estimate is based on the Hornsea 3 methodology, which Natural England have admitted may not be suitable and the Applicants believe is highly precautionary.
13	Submit their reasoning for reduction from three to two breeding seasons to achieve compensation for kittiwakes in advance of first operation of the proposed development.	This is provided in Appendix 1 Project Level Kittiwake Compensation Plan (Revision 5) [document reference 6.2.1] submitted at Deadline 4.
17	Submit as much information as possible in unredacted form from the Guillemot [and Razorbill] Compensation Site Shortlist Refinement Report [REP3-019], which should include at least unredacted information from the Isles of Scilly.	This is provided in the Isles of Scilly Guillemot and Razorbill Survey and Habitat Assessment [document reference 14.12] submitted at Deadline 4.
18	Submit a summary of their latest position on proposed compensatory measures for auks.	This is provided in Appendix 2 Guillemot [and Razorbill] Compensation Plan (Revision 3) [document reference: 6.2.2] submitted at Deadline 4.
20	Provide an update regarding changes to the location of the planned exit pits and the likelihood of impacts to red throated diver in the Greater Wash SPA.	An update regarding the changes to the location of the planned exit pits and the likelihood of impacts to red throated diver in the Greater Wash Special Protection Area (SPA) has been provided in response to REP3-058: A.23 of The Applicants' Responses to Deadline 3 Documents [document reference: 14.4], with additional figures displaying the interactions between the Offshore Development Area and red-throated diver within the Greater Wash SPA provided in Appendix B, Figure B-2 and Figure B-2.
24	Undertake an assessment of underwater noise impacts on herring from the south west corner of the proposed development shown in Figure 2-1 [AS-105] as NE advise and submit this into the examination along with commentary comparing results to the applicants' original assessment.	The Applicants are undertaking noise modelling at the south-west corner of DBS West Array Area and will submit a report at Deadline 5.

Action No.	Action	Applicants' Response
26	Consider whether similar conditions to conditions 26 and 28, regarding piling restrictions, in schedule 11 of the recent Rampion 2 made order might be appropriate for the Deemed Marine Licence(s) in the draft DCO.	<p>The Rampion 2 development contains and abuts large regions of preferred and marginal Atlantic herring spawning grounds as presented within Figure 8.10 of their EIA⁴. Areas of unsuitable habitat are limited across their fish and shellfish study area as a whole. Impacts of underwater noise at the 207dB (mortality and potential mortal injury); 203dB (recoverable injury); and 186dB (temporary threshold shift) levels all overlap significantly with these regions of preferred and marginal potential habitat.</p> <p>In comparison, the overlap with herring spawning potential associated with the Projects, (Figure 2-1 of the Heat Mapping Report: Atlantic Herring and Sandeel [AS-105]) is much lower. The majority of the area covered by each of the noise thresholds is considered as unsuitable for herring spawning. When considering the suitability of the sediment directly (Figure 2-2 of the Heat Mapping Report: Atlantic Herring and Sandeel [AS-105]) findings are similar, with the majority of the area within these noise thresholds considered to be unsuitable for herring spawning.</p> <p>Further questions surround the specifics of the draft licence condition, due to a number of essential criteria being contained within the "spawning herring restriction plan" which at this time has not been identified within the public domain. The key is the extent of the "Eastern Array Area", and the value of the "...[noise] levels shown on the spawning herring piling restriction plan" that, which if exceeded, will result in a piling restriction (i.e. Does this relate to 207dB, 203dB, 186dB, 135dB etc?).</p> <p>When considering the significant differences in both the proximity and overlap with potential herring spawning grounds between the two projects, the Applicants do not consider it appropriate for the licence conditions applied to Rampion 2 to be applied to the Deemed Marine Licence(s) in the Draft DCO for the Projects.</p>
29	Review and update any errors regarding the value and sensitivity assessment of Dogger Bank and Smithic Bank in Environmental Statement (ES) Chapter 8 [APP-o8o] .	Any errors regarding the value and sensitivity assessment of Dogger Bank and Smithic Bank will be corrected in the next revision of Chapter 8 Marine Physical Environment [APP-o8o], to be submitted at Deadline 7.
32	Provide the sand wave clearance allowances that were made for Dogger Bank A, Dogger Bank B and Sofia, and how this would compare to the proposed allowances at the proposed development.	<p>The Dogger Bank Creyke Beck Offshore Wind Farm Development Consent Order contains four deemed Marine Licences relevant to the construction of the projects now known as the Dogger Bank A and Dogger Bank B Offshore Wind Farms. Collectively these deemed Marine Licences provide for the disposal of 2,214,822 m³ of material removed from the seabed.</p> <p>Similarly, the Dogger Bank Teesside A and B Development Consent Order contains four deemed Marine Licences relevant to the construction of the projects now known as Sofia and Dogger Bank C. Collectively these deemed Marine Licences provide for the disposal of 1,937,578m³ of material removed from the seabed.</p> <p>Within the area of the Dogger Bank Special Area of Conservation (SAC) the Applicants propose, with the commitment to cable bundling taken into account, dredge disposal volumes of 6,127,520 m³. Across the projects as a whole, up to 32,084,113m³ of sediment may be disposed of. The total dredge volumes proposed for disposal have reduced from 99,365,402m³ since the Preliminary Environmental Information Report was published for the Projects, and has reduced from 62,424,700m³ since DCO submission following the acceptance of Change Request 1 and the commitment to cable bundling.</p>
36	Confirm how the rock placement which was conducted at Dogger Bank B between KP 1.557 - 1.606 was secured as part of the Dogger Bank B DCO and how this would compare to the proposed requirements/ suggested wording at Dogger Bank South?	Dogger Bank B was able to install cable protection in this area because the Creyke Beck (Dogger Bank A and B) Offshore Windfarm DCO permitted rock placement in this area. As regards the use of cable protection within the 10 m depth contour, each of the two transmission licences in the Creyke Beck DCO contains conditions similar to those included in the Projects' Draft DCO. The conditions in the Creyke Beck DCO state that:

⁴ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/ENo10117/ENo10117-000341-6.3.8%20Rampion%202%20ES%20Volume%203%20Chapter%208%20Fish%20and%20Shellfish%20-%20Figures.pdf>

Action No.	Action	Applicants' Response
		<p>1) No cable protection must be employed within 350 metres seaward of Mean Low Water Springs (MLWS), measured as a straight line.</p> <p>(2) Cable protection must be limited to 10% of the cumulative length of all cables laid between MLWS and the 10-metre depth contour as measured against lowest astronomical tide before the commencement of construction</p> <p>The wording presented in the Creyke Beck (Dogger Bank A and B) Offshore Windfarm DCO is very similar to that in Conditions 3(3) and (4) of the Projects' Deemed Marine Licences (DMLs) 3 and 4 which state:</p> <p><i>(3) Within the area between MHWS and 350 metres seaward of MLWS, all offshore export cables must be buried, and must not have cable protection.</i></p> <p><i>(4) The offshore export cables within the area between 350 metres seaward of MLWS and the 10 metre depth contour as measured against LAT (as at the date of commencement of construction of the licensed activities) must not have cable protection exceeding 10% of the length of such cables, when combined with the offshore export cables authorised by the deemed marine licence granted under Schedule 13 of the Order.</i></p> <p>The Applicants note that the Environment Agency has agreed with the Applicants' position pertaining to the use of cable protection in nearshore areas in the updated Statement of Common Ground [document reference:9.3] submitted at Deadline 4.</p>
41	Submit an updated compensation plan to include for habitat loss and physical damage related to halo effects and abrasion/ disturbance.	This is provided in Appendix 3 Project Level Dogger Bank Compensation Plan (Revision 3) [document reference:6.2.3] submitted at Deadline 4.
44	To provide a statement on their position regarding the concerns raised in relation to measures put forward for cable bundling and rock protection by NE.	<p>The Applicants do not agree that significant environmental risks are posed by the limited quantities of cable protection theoretically proposed for use inside the 10m depth contour.</p> <p>The principal source of sediment supply to the Humber Estuary and Spurn Point is not from the thin veneer of seabed sediment overlying glacial till in the nearshore located 40km away; the principal supply of sediment to Spurn Point and the Humber Special Area of Conservation (SAC) is from the vast volumes of sediment eroding out of the Holderness cliffs which extend approximately 40km northward from Spurn Point and south of the Projects' landfall which can retreat by up to 10m in a single storm.</p> <p>These large volumes of sediment are transported alongshore by the prevailing wave regime which dominates sediment transport in the nearshore. In a study at Easington, HR Wallingford (2011) showed that most of the longshore transport from wave breaking occurs close to the shoreline, within approximately 250m of the cliff line. Seaward of this, the wave-driven sediment transport is effectively zero. The Applicants have committed to a trenchless landfall installation and to not installing cable protection measures within 350m of the Mean Low Water Springs (MLWS) (approximately 100m from the base of the cliffs) – adopting DML conditions which are similar to those applied to nearshore cable protection in the Dogger Bank A/B DCOs (see AP36 response above).</p> <p>With these restrictions in mind, the cable protection measures will not be located within the wave breaking zone where sediment transport potential is the greatest and there will be no change to sediment supply to the Humber Estuary.</p> <p>The Applicants intend to submit a technical note at Deadline 5 to provide further details regarding the potential effects of cable protection measures on the wave regimes and sediment transport in the nearshore environment.</p> <p>The Applicants note that the Environment Agency has agreed with the Applicants position pertaining to the use of cable protection in nearshore areas in the updated Statement of Common Ground submitted at Deadline 4.</p>

Action No.	Action	Applicants' Response
48	<p>Provide their position and interpretation of 'first instance' in paragraph below from the Defra Marine Noise Policy paper published 21 January 2025.</p> <p><i>'all offshore wind pile driving activity across all English waters will be required to demonstrate that they have utilised best endeavours to deliver noise reductions through the use of primary and/or secondary noise reduction methods in the first instance'</i></p>	<p>The Applicants consider the term "in the first instance" refers to effectively a default to the use of best endeavours to deliver primary and/or secondary noise reduction measures in order to mitigate against piling noise. The terminology should be read in the context of the paper as a whole, which then goes on to discuss the circumstances where noise reduction measures may not be possible, for example due to supply chain issues. Therefore, the Applicants understand that "in the first instance" would mean that the use of primary and/or secondary measures must always be considered first, and only where, following best endeavours to deliver the same, and where there was justification for an alternative, would an alternative be considered. The Applicants have identified appropriate primary and secondary mitigation options pre-consent, and are including them in the Projects' procurement strategy to ensure that an appropriate suite of mitigation measures will be included in the final MMMP post-consent.</p> <p>The Applicants have ensured that appropriate means of addressing the requirements from the policy through the potential to update the project design and for the application of secondary measures (such as Noise Abatement Systems) have been included in the Outline Marine Mammal Mitigation Protocol (Revision 4) [document reference 8.25] secured in condition 15(1)(g) of DMLs 1 and 2; and condition 13(1)(g) of DMLs 3 and 4 and the In Principle Site Integrity Plan (SIP) for the Southern North Sea (SNS) Special Area of Conservation (SAC) (Revision 3) [REP2-049] secured in condition 16 of DMLs 1 and 2 and condition 14 of DMLs 3 and 4, which will be agreed with the Marine Management Organisation (MMO) through consultation with Natural England post-consent incorporating the final project design.</p>
51	<p>To provide an update on discussion with NE in relation to outstanding issues regarding the Interim Population Consequence of Disturbance modelling and any feedback from NE on the Marine Mammal Technical note: Significance of Effect for disturbance from piling and cumulative underwater noise [REP3-031].</p>	<p>The Applicants are hoping to secure a meeting with Natural England to discuss outstanding issues and feedback on the Marine Mammal Technical note: Significance of Effect for disturbance from piling and cumulative underwater noise [REP3-031] before Deadline 5.</p> <p>Updates to the Interim Population Consequence of Disturbance modelling will be made in an updated revision of the Report to Inform Appropriate Assessment (RIAA) Habitats Regulations Assessment (HRA) Part 3 of 4 - Annex II Marine Mammals (Revision 3) [APP-047] at Deadline 5.</p>
52	<p>To confirm whether an in-combination assessment based on a commitment to utilise additional noise mitigation will be provided to demonstrate whether they have contributed to reducing the disturbed area of the Southern North Sea SAC.</p>	<p>Further updates to the in-combination assessment based on a commitment to utilise additional noise reduction methods will not be made during Examination. The in-combination assessment will be updated and provided in the final SIP for the SNS SAC post-consent based on the confirmed primary and / or secondary measures utilised by the Projects to show the reduced disturbed area of the SNS SAC. In section 9.2, of the In Principle SIP for the SNS SAC (Revision 3) [REP2-049]; the Applicants have stated that the Projects will utilise best endeavours to deliver noise reductions, where applicable, through the use of primary and / or secondary noise reduction based on the final project design. These measures may include different foundation types / installation methods and / or noise reduction systems.</p> <p>Given that there will be changes for the Projects and all other projects post-consent there is little merit on undertaking an update to the in-combination assessment at this time. The final SIP will incorporate the potential updates to effective deterrent ranges and timings for other projects that could be constructing at the same time based on the SNS activity tracker. The In Principle SIP for the SNS SAC (Revision 3) [REP2-049] shows the potential effect of the Projects based on a 15km Effective Deterrent Range to allow for construction with pin-piles and this is representative of the use of Noise Abatement Systems at the Projects. The Applicants maintain that the SIP for the SNS SAC is the appropriate management measure to ensure the spatial and seasonal thresholds for the SAC are maintained post-consent and there will be no Adverse Effect on Integrity of the SNS SAC.</p>

Action No.	Action	Applicants' Response
54	To provide their position on NE's deadline 3 detailed comments on the In Principle Monitoring Plan found in [REP3-056] including Table 1 and the recent Rampion 2 SoS decision letter of 4 April 2025.	<p>The Applicants have responded to Natural England's comments on the In Principle Monitoring Plan in Table 2-15 of The Applicants' Responses to Deadline 3 Documents [document reference 14.4] submitted at Deadline 4. The final In Principle Monitoring Plan (IPMP) will be agreed post-consent by the MMO, in consultation with NE, therefore this will provide them with the opportunity to comment and agree on the approach taken.</p> <p>With regard to the recent Rampion 2 SoS decision letter, the Applicants consider that the relevant points relate to monitoring and adaptive management. This point is reflected in section 1.4 of the IPMP (Revision 3) [document reference 8.23] which states 'The scope and design of all monitoring work should be finalised and agreed following review of the results of any preceding survey and / or monitoring work (i.e. an adaptive monitoring approach), including those surveys conducted in support of the EIA. This includes the potential for survey requirements to be adapted based on the results of the monitoring outlined in this document, including in the event that unforeseen effects arise, which may in turn give rise to the need for adaptive management measures to be considered. Where it has been agreed that there are no significant effects, monitoring need not be conditioned through the DMLs.'</p> <p>The Applicants maintain that there is no need for any further provision in the Draft DCO in this regard.</p>
55	To update the Habitats Regulations Derogation: Provision of Evidence [APP-051] following changes to foundations and updates to ornithological information.	The Habitats Regulations Derogation: Provision of Evidence (Revision 2) [document reference 6.2], which includes updates following changes to foundations and updates to ornithological information, has been submitted at Deadline 4.
56	To signpost where in the ES the assessment of potential impacts to spawning grounds can be found if the offshore infrastructure was to be left permanently in place.	<p>Chapter 10 Fish and Shellfish [APP-091] has assessed the potential '<i>temporary Habitat Disturbance to fish and shellfish species and spawning and / or nursery grounds</i>' during construction and operation (see sections 10.6.1.1 and 10.6.2.1). The potential '<i>permanent loss of habitat and / or change in habitat type as a result of changes in substrate composition</i>' is assessed as an operational impact in section 10.6.2.6. This is not isolated to just spawning grounds but any type of habitat that the Projects are constructed upon. The assessment concluded a minor adverse effect, and is therefore not significant in EIA terms.</p> <p>In addition, the Report to Inform Appropriate Assessment Habitats Regulations Assessment Appendix B – Sandeel Habitat Potential in the Dogger Bank SAC and Southern North Sea SAC [APP-050] detailed the importance of sandeel in the Dogger Bank and Southern North Sea SACs and assessed the loss of potential sandeel habitat within these sites. Permanent habitat loss covers the loss of sandeel spawning grounds and therefore loss of sandeel spawning grounds contributes to the conclusion of Adverse Effect on Integrity for the Dogger Bank SAC.</p>

Appendix A - CAH2 Action Point 12 (National Highways Confirmation)

**THE YORK – HULL TRUNK ROAD
(KILLINGWOLDGRAVES TO INGS BRIDGE
DETRUNKING)
ORDER 1978**

CONTENTS:-

THE ORDER

**ORDER INCLUDING SCHEDULE AND
ORDER PLAN**

**NORTH EASTERN ROAD CONSTRUCTION UNIT
DEPARTMENT OF TRANSPORT**

STATUTORY INSTRUMENTS

1978 No. 1272

HIGHWAYS, ENGLAND AND WALES

**The York-Hull Trunk Road
(Killingwoldgraves to Ings Bridge Detrunking) Order 1978**

Made 24th AUGUST 1978

Coming into Operation 2nd SEPTEMBER 1978

The Secretary of State for Transport makes this Order in exercise of powers conferred by section 7 of the Highways Act 1959(a) and section 27 of the Local Government Act 1966(b) and now vested in him(c) and of all other enabling powers:—

1. The length of the Trunk Road (A1079) described in the Schedule to this Order and shown by broad striped hatching on the deposited plan shall cease to be a trunk road and shall be classified as a principal road as from the date on which the Secretary of State notifies the County Council of Humberside that the new trunk roads are open for through traffic.

2. In this Order:—

"principal road"

as a classification for a highway, means that the highway is a principal road for the purpose of advances under section 235 of the Highways Act 1959 and is also classified for the purpose of every enactment or instrument which refers to highways classified by the Secretary of State;

"the deposited plan"

means the plan numbered HA7/CNE 52 marked "The York-Hull Trunk Road (Killingwoldgraves to Ings Bridge Detrunking) Order 1978", signed by authority of the Secretary of State and deposited at the Department of Transport, St Christopher House, Southwark Street, London SE1 0TE, where it may be inspected free of charge at all reasonable hours;

"the new trunk road"

means the highways to be provided in pursuance of the York-Hull Trunk Road (Beverley South-Western By-Pass and Slip Roads) Order 1977(d); and

"the Trunk Road (A1079)" means the York-Hull Trunk Road.

(a) 1959 c. 25.
(c) S.I. 1970/1681.

(b) 1966 c. 42.
(d) S.I. 1977/1975.

[DET 30927]

3. This Order shall come into operation on 21 SEPTEMBER 1978 and may be cited as the York-Hull Trunk Road (Killingwoldgraves to Ings Bridge Detrunking) Order 1978.



Signed by authority of
the Secretary of State
24 AUGUST 1978.

Regional Director,
Yorkshire & Humberside Region,
Department of Transport.

SCHEDULE

LENGTH OF TRUNK ROAD CEASING TO BE TRUNK ROAD

That length of the Trunk Road (A1079) from a point (marked 'A' on the deposited plan) about 90 metres (98 yards) east of its junction with Killingwoldgraves Lane (C60) at Killingwoldgraves to a point (marked 'B' on the deposited plan) about 480 metres (525 yards) north west of the point where it meets Ings Bridge.

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150/5475255/w P0604 K 8/78

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ISBN 0 11

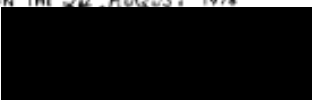
**PLAN FOLIO No HA 7 / CNE 52
THE YORK - HULL TRUNK ROAD
(KILLINGWOLDGRAVES TO INGS BRIDGE
DETRUNKING)
ORDER 1978**

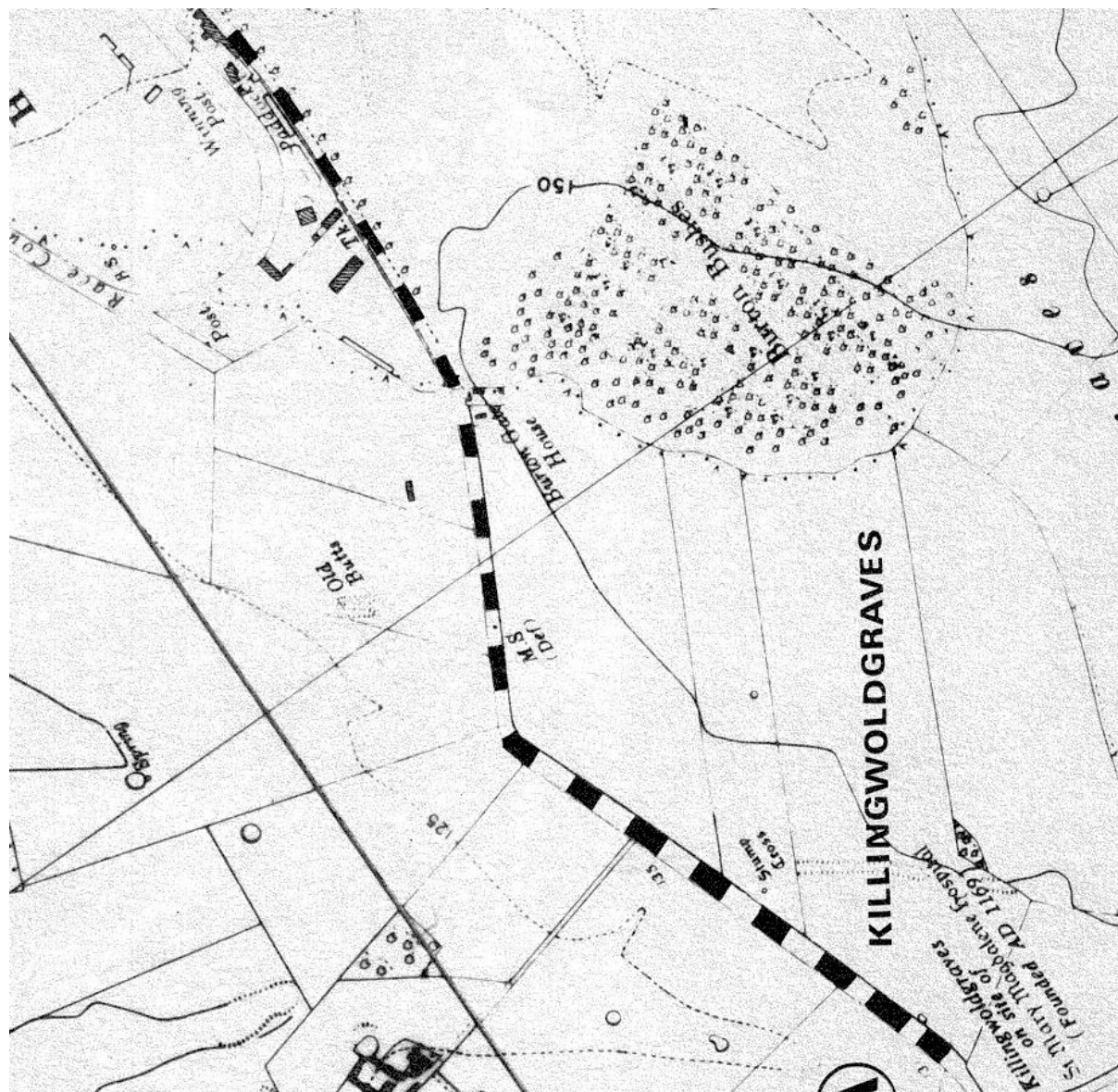
SCALE 1:10000

KEY.

ROAD CEASING TO BE A TRUNK ROAD



PLANS REGISTRY NO HA 7/CNE 52 DATE 19-3-78	SIGNED BY AUTHORITY OF THE SECRETARY OF STATE ON THE 26 AUGUST 1978
	XX  REGIONAL DIRECTOR YORKSHIRE AND HUMBERSIDE REGION DEPARTMENT OF TRANSPORT





 STATUTORY INSTRUMENTS

20 No. 126

HIGHWAYS, ENGLAND

 The A1079 Trunk Road (County Boundary to Dunswell
 Drain) (Detrunking) Order 2003 *

Made - - - - - 21st January 2003 *

Coming into force - - - - - 1st April 2003 *

The Secretary of State for Transport, ~~Local Government and the Regions~~ makes this Order in exercise of powers conferred by sections 10 and 12 of the Highways Act 1980(a) and now vested in him(b), and of all other powers enabling him in that behalf.

1. This Order may be cited as The A1079 Trunk Road (County Boundary to Dunswell Drain) (Detrunking) Order 2003 and shall come into force on 1st April 2003. *

2. In this Order— *

- (i) all measurements of distance are measured along the route of the relevant highway;
- (ii) "the plan" means the plan numbered HA10/OD/344, marked "The A1079 Trunk Road (County Boundary to Dunswell Drain) (Detrunking) Order 2003", signed by authority of the Secretary of State for Transport, ~~Local Government and the Regions~~ and deposited at ~~DTLR Records Management Branch, Ashdown House, 123 Victoria Street, London SW1 6DE~~ ~~ST LEONARDS-ON-SEA, HASTINGS, EAST SUSSEX, TN37 7GA~~ *
- (iii) "principal road" as a classification for a highway, means that the highway is a principal road for the purposes of enactments and instruments which refer to highways classified as principal roads and is also classified for the purpose of every other enactment and instrument which refers to highways classified by the Secretary of State; and
- (iv) "the trunk road" means the York to Hull Trunk Road (A1079).

3. The length of the trunk road described in the Schedule to this Order shall cease to be a trunk road and shall be classified as a principal road from the date on which this Order comes into force.

4. This Order is made by authority of the Secretary of State for Transport, ~~Local Government and the Regions~~. *

A Divisional Director
 Highways Agency

(a) 1980 c. 66.
 (b) S.I. 1981/238.

SCHEDULE

LENGTH OF THE TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of the trunk road ceasing to be a trunk road is shown by broad black dashes on the plan and is situated between the County Boundary (marked "A" on the plan) and Dunsweil Drain (marked "B" on the plan) and measures approximately 42.8 km in length.

EXX.XX

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E1167 7/2002 121167 19585

From: Property Enquiries <propertyenquiries@nationalhighways.co.uk>
Sent: 15 April 2025 15:17
To: [REDACTED]
Subject: RE: PE 24417 - Dogger Bank South West and Dogger Bank South East - S.135 consent (PE24417)

Hi [REDACTED]

Thank you for checking with us and we are more than happy for you to go ahead and submit those emails.

Kind regards,
[REDACTED]

[REDACTED]
Property Enquiries People Manager
Business Services Directorate

National Highways | Ash House | Falcon Road, Sowton Ind Estate | Exeter | EX2 7LB
[REDACTED]

Web: <https://nationalhighways.co.uk>

From: [REDACTED]
Sent: 14 April 2025 17:49
To: Property Enquiries <propertyenquiries@nationalhighways.co.uk>
Subject: RE: PE 24417 - Dogger Bank South West and Dogger Bank South East - S.135 consent (PE24417)

Good afternoon,

The Dogger Bank South project are currently at the examination stage of their DCO application. The examining authority have asked if the project can submit the emails that you have sent to me to confirm that the roads we have been speaking about have been detrunked as well as the detrunking orders. Would you be happy for the project to submit these emails or alternatively would you be able to provide a letter to confirm that the YEA56450 A1079 York-Hull Trunk Road (Killingwoldgraves to Ings Bridge Detrunking) Order 1978 and YEA54085 The A1079 Trunk Road (County Boundary to Dunswell Drain) (Detrunking) Order 2003 have been detrunked.

Kind regards



[REDACTED]

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From: Property Enquiries <propertyenquiries@nationalhighways.co.uk>

Sent: 22 October 2024 10:19

To: [REDACTED]

Subject: RE: PE 24417 - Dogger Bank South West and Dogger Bank South East - S.135 consent (PE24417)

Good morning [REDACTED]

Following the email from [REDACTED] below I can also confirm that the subsoil can be transferred as part of the detrunked route.

Looking at the area linked to our case some of the road is still in the name of the secretary of state, some unregistered ancient highway and some already with the Local Authority.

If there is a need for the land of interest to you to be registered with the local authority, they can make contact with us to request this.

I hope this helps

[REDACTED]

Property Enquiry Team

National Highways | Ash House | Falcon Road, Sowton Ind. Estate | Exeter | EX2 7LB

Web: <http://www.highways.gov.uk>

From: [REDACTED]

Sent: 21 October 2024 17:14

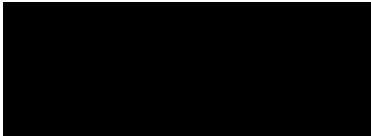
To: Property Enquiries <propertyenquiries@nationalhighways.co.uk>

Subject: RE: PE 24417 - Dogger Bank South West and Dogger Bank South East - S.135 consent (PE24417)

Dear [REDACTED]

Thanks for the email, I have spoken with my client's solicitors with regards to your email on the transfer of the subsoil, and they have advised me that the title ownership of the subsoil does not automatically transfer when the road is de-trunked. Has the subsoil of this land been transferred separately to the local authority East Riding of Yorkshire following the de-trunking of the road?

Kind regards



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From: Property Enquiries <propertyenquiries@nationalhighways.co.uk>

Sent: Thursday, October 17, 2024 1:57 PM

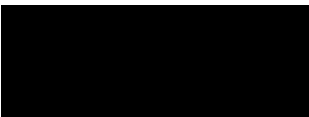
To: [Redacted]

Subject: RE: PE 24417 - Dogger Bank South West and Dogger Bank South East - S.135 consent (PE24417)

Dear [Redacted]

It's not a problem, glad to help. I can confirm that the subsoil of the de-trunked route does transfer over to the local highway authority on de-trunking.

Kind regards



Property Enquiries Complex Case Manager

Property Enquiries

National Highways | Ash House | Falcon Road, Sowton Ind Estate | Exeter | EX2 7LB

Web: [nationalhighways.co.uk](https://www.nationalhighways.co.uk)

From: [Redacted]

Sent: 15 October 2024 17:52

To: Property Enquiries <propertyenquiries@nationalhighways.co.uk>

Subject: PE 24417 - Dogger Bank South West and Dogger Bank South East - S.135 consent (PE24417)

Dear [Redacted]

Thank you for sending the plans for the de-trunking orders. I have forwarded these to my client RWE. Could you please confirm if the subsoil has also been transferred to the council as part of the de-trucking?

Kind regards



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dalcourmaclaren.com



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Before printing, think about the environment.

From: Property Enquiries <propertyenquiries@nationalhighways.co.uk>

Sent: Monday, September 23, 2024 11:59 AM

To: [Redacted]

Subject: RE: Dogger Bank South West and Dogger Bank South East - S.135 consent (PE24417)

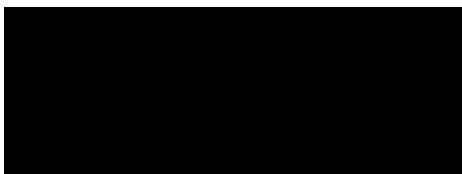
Dear [Redacted]

Thank you for your query. I have searched our records and located the two de-trunking orders that cover the two titles you have given. I have given the name of the order, and which title number it relates to below.

YEA56450 A1079 York-Hull Trunk Road (Killingwoldgraves to Ings Bridge Detrunking) Order 1978
YEA54085 The A1079 Trunk Road (County Boundary to Dunswell Drain) (Detrunking) Order 2003

Please note that due to the size of the plans, I have copied the section of the plan that relates to the title, not the whole plan. I trust this will help with your query.

Kind regards



Property Enquiries Complex Case Manager

National Highways | Ash House | Falcon Road, Sowton Ind. Estate | Exeter | EX2 7LB

Web: <https://nationalhighways.co.uk>

I am a Mental Health First Aider

Contact me [or the team](#) if you need help

From: [REDACTED]

Sent: Thursday, September 19, 2024 3:55 PM

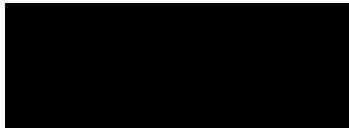
To: Property Enquiries <propertyenquiries@nationalhighways.co.uk>



Subject: RE: Dogger Bank South West and Dogger Bank South East - S.135 consent

Dear [REDACTED]

Thank you for your email on the 4th September, are you able please to provide me with a copy of the document which de-trucked the A1079 which also includes a plan?

Kind regards



 Chat with me on Teams
 dalcourmaclaren.com



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Registered office: The Barn, Bignell Park Barns, Chesterton, Bicester, Oxfordshire, OX26 1TD

Before printing, think about the environment.

From: Property Enquiries <propertyenquiries@nationalhighways.co.uk>

Sent: Wednesday, September 4, 2024 9:28 AM

To: [REDACTED]

Subject: RE: Dogger Bank South West and Dogger Bank South East - S.135 consent

You don't often get email from propertyenquiries@nationalhighways.co.uk. [Learn why this is important](#)

Dear [REDACTED]

Thank you for providing the additional information related to your email of 8 August. National Highways is responsible for the trunk road network in England. I can confirm that the Secretary of State for Transport does show as holding title to titles YEA56450 & YEA54085. They were acquired for the construction of the A1079 when the road was a part of the trunk road network.

This road has now been de trunked so is no longer part of the trunk road network.

By virtue of Section 265 of the Highways Act 1980, the de-trunking order has transferred ownership of the highway and the subsoil of the A1079 to the local highway authority (LHA). This means that ownership vests in the LHA even though the Secretary of State for Transport remains the registered owner. The transfer of registered proprietorship is just an administrative exercise that has not yet been undertaken.

Ownership, maintenance, and responsibility for the operation of this road transferred to the LHA when the road was de trunked.

I recommend that you contact East Riding of Yorkshire Council's highways department who will be able to deal with your query.

Please note that the designation of York Road has changed since the A1079 was de-trunked.

I hope this helps with your query.

Kind regards



Property Enquiries Complex Case Manager

National Highways | Ash House | Falcon Road, Sowton Ind. Estate | Exeter | EX2 7LB

Tel: +44 (0) 300 4704394 **Mobile:** +44 (0) 7523 941445

Web: <https://nationalhighways.co.uk>

I am a Mental Health First Aider

Contact me [or the team](#) if you need help

From:

Sent: Tuesday, September 3, 2024 5:54 PM

To: Property Enquiries <propertyenquiries@nationalhighways.co.uk>

Subject: RE: Dogger Bank South West and Dogger Bank South East - S.135 consent

Dear

Thank you for your email, I have listed below the Title Numbers affected by the Dogger Bank South East and Dogger Bank South West Scheme;



- YEA56450 – the project would like to acquire the permanent rights to lay underground cables
- YEA54085 – the project would like to acquire the permanent rights to lay underground cables

The Titles for all of the above, the titles are held in the name of The Secretary of State for Transport.

I look forward to hearing from you.

Kind regards



 Chat with me on Teams
 dalcourmaclaren.com



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From: Property Enquiries <propertyenquiries@nationalhighways.co.uk>

Sent: Monday, August 12, 2024 8:57 AM

To: [REDACTED]

Subject: FW: Dogger Bank South West and Dogger Bank South East - S.135 consent

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Dear [REDACTED]

Thank you for your query regarding land you require for the Dogger Bank Southwest and Dogger Bank South East scheme. Before we can investigate your query, you will need to provide some detail about the land.

Could you provide the title numbers of the plots, a plan of each plot, and what your interest in the plots is. This could be acquiring the freehold title, a permanent right or lease, or a temporary right or lease.

When we have this information, we will be able to identify who is the most appropriate team to deal with your query.

With regards to your point about Crown Land, title held in the name of National Highways Ltd, is no longer considered Crown Land. Therefore, land in our title can be acquired compulsorily. Please note that most of the title held in our name forms a public highway, therefore we would find an alternative method to assist with the scheme rather than selling the freehold title.

Kind regards

Property Enquiries Complex Case Manager

Property Enquiries

National Highways | Ash House | Falcon Road, Sowton Ind Estate | Exeter | EX2 7LB

Web: nationalhighways.co.uk

From:

Sent: Thursday, August 8, 2024 4:39 PM

To:

Subject: Dogger Bank South West and Dogger Bank South East - S.135 consent

Good Afternoon,

RWE Renewables UK Dogger Bank South (West) Limited and RWE Renewables UK Dogger Bank South (East) Limited (DBS) application for development consent was submitted to the Planning Inspectorate on the 12th June 2024 and accepted for examination on the 10th July 2024. DBS is seeking development consent from the Secretary of State to develop two offshore wind farms.

The land required for the DCO includes land which the Secretary of State for Transport has an interest in respect of the freehold of the road and verge of the A1079, Beverley and the road and verge of York Road, Beverley.

Under section 135 of the Planning Act 2008, a DCO cannot include power to compulsory acquire a land interest held by or on behalf of the Crown without the consent of the appropriate Crown authority. As such I would like to arrange to have a meeting with you to discuss this matter.

I look forward to hearing from you.

Kind regards



W dalcourmaclaren.com
/// accompany.swarm.sands



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National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |

[REDACTED] | info@nationalhighways.co.uk

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Appendix B - ISH4 Action Point 13 (Land Drainage evidence)

Land Drainage Consultancy Ltd
Cowslip Offices
Fimber
DRIFFIELD
East Yorkshire
YO25 9LY
Tel: 01377 236010
Email: mail@ldcl.co.uk
www.ldcl.co.uk



23rd April 2025

To the Dogger Bank South Offshore Wind Farm DCO Examining Authority,

I write with regards to the queries made about the proposed land drainage systems on the Dogger Bank South (DBS) Offshore Windfarm (Hereafter referred to as 'the Projects') Onshore Export Cable Corridor.

Land Drainage Consultancy Ltd (LDC) are a specialist land drainage and soils consultancy working primarily on the impact of large-scale construction projects on agricultural land. We have experience advising on thousands of kilometres of buried HV cable projects throughout the UK and Ireland.

LDC were employed by RWE in the early stages of the planning process to enable the Projects to properly assess the impact of the proposed works on existing land drainage systems, to advise on appropriate mitigation measures and to help develop relationships with landowners and agents along the route.

For clarity, when we speak about land drainage, we refer primarily to buried pipe systems which are a standard agricultural necessity in most areas of the UK. Eighty to three hundred millimetre pipes are laid where soils are heavy and are installed by specialist land drainage contractors at a depth of between six hundred millimetres and two metres. These drains are designed to manage ground water levels, increase agricultural crop productivity, reduce risk of waterlogging and to increase the period of time in which the land is accessible and workable, thus in some cases, enabling the farmer to grow a more profitable crop than they otherwise would be capable of.

Along the length of the Projects Onshore Export Cable Corridor, land drainage is known to be present in abundance. Meetings with landowners and previous knowledge of the area tells us that almost every affected plot contains an intensive system of drains, sometimes at spacings as regular as five metre centres.

If these land drains are not catered for, the Project cable ducts will sever these intensive systems of drains, causing a backup of water in the existing schemes and resulting in flooding/siltation and soil degradation. Existing land drains within the working area will also be damaged through the regular trafficking of heavy machinery and should be replaced.

Given this knowledge, it is critical for the Projects to provide mitigation measures, and the industry standard is to install a system of high side 'interceptor', or 'header' drains. These are generally installed at a depth which is below that of the existing land drainage systems. Following landowner meetings, LDC have surveyed the entire route and to feed into the development of Conceptual Pre-Construction Land Drainage Design plans, prior to construction. These plans will be finalised prior to construction but are likely to include an interceptor drain on the high side/s in affected fields.

Interceptor drains would normally be installed approximately 1.5m from the outer fenceline, with permeable fill and junctions fitted wherever existing drains are encountered. The topsoil should then be stripped, and stored above the land drain, protecting it from damage caused by construction trafficking. It

--- COMMERCIAL IN CONFIDENCE ---

DIRECTORS: **Raymond James Lambert – Luke Joshua Lambert - Miles George Flather**
VAT No. 817 1279 29, Registered in England No. 04795948

should be noted these measures are indicative and the design will be developed further by the clients chosen Contractor.

As well as the interceptor drains, we have proposed a series of post-construction land drains to aid with soil structural restoration and replace drains damaged within the working area.

A suitable regime of subsoil loosening works would also be required, to break up the subsoil and create channels for water to percolate through any compacted subsoil. Post-construction 'restoration drains' are proposed at a depth of approximately one metre. These should be backfilled with permeable fill to the top of the subsoil surface, providing somewhere for the water to percolate to.

Post-construction land drainage designs are, at this point indicative, and will be refined prior to construction by the clients chosen Designer.

Following these basic principles allows us to ensure that the land can be returned to its original agricultural land quality in an efficient and agriculturally friendly manner.

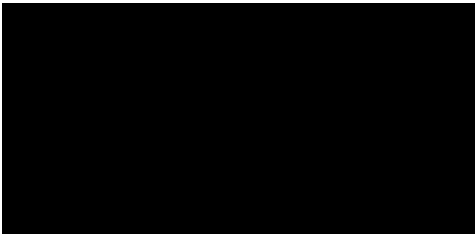
Construction land drains are designed to replace existing systems, retaining the same catchments as previous, thus not increasing the amount of water flowing into ditches and watercourses.

It may be necessary for silt socks and bails to be used for environmental mitigation during the works. Any exposed permeable fill bands within the working area will be temporarily 'capped' with native subsoil to ensure dirty water cannot enter the systems.

While the construction land drains will have some impact on surface water management, it should not be relied upon and is not designed as a stand alone surface water management measure.

Attached to this letter is an indicative cross-section diagram showing a generic site layout. We have also included a plan view for clarity.

Your Sincerely,

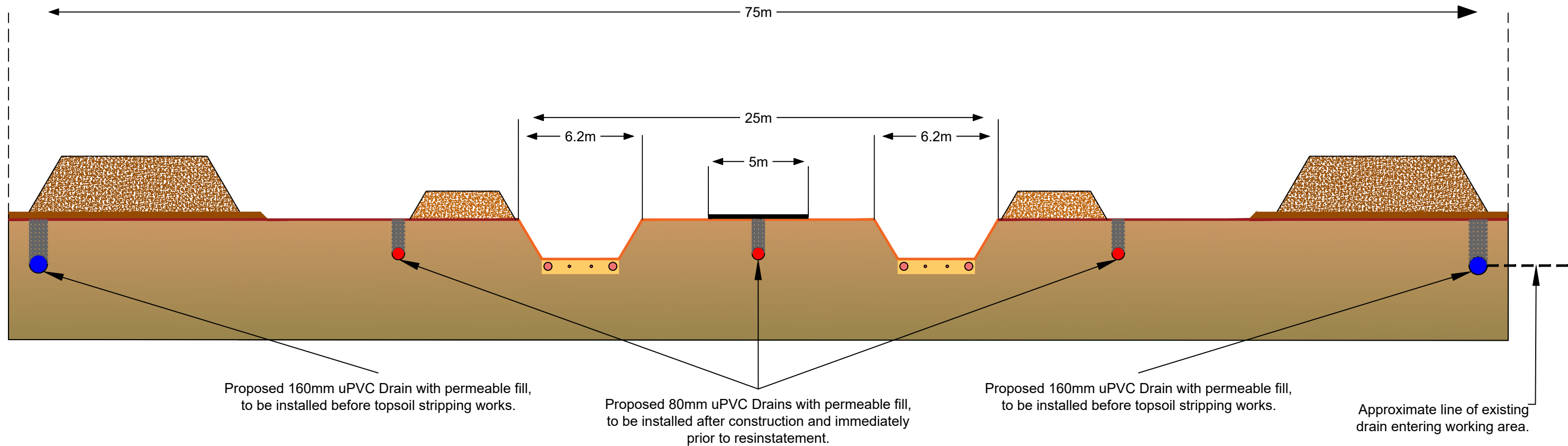


Position: Director

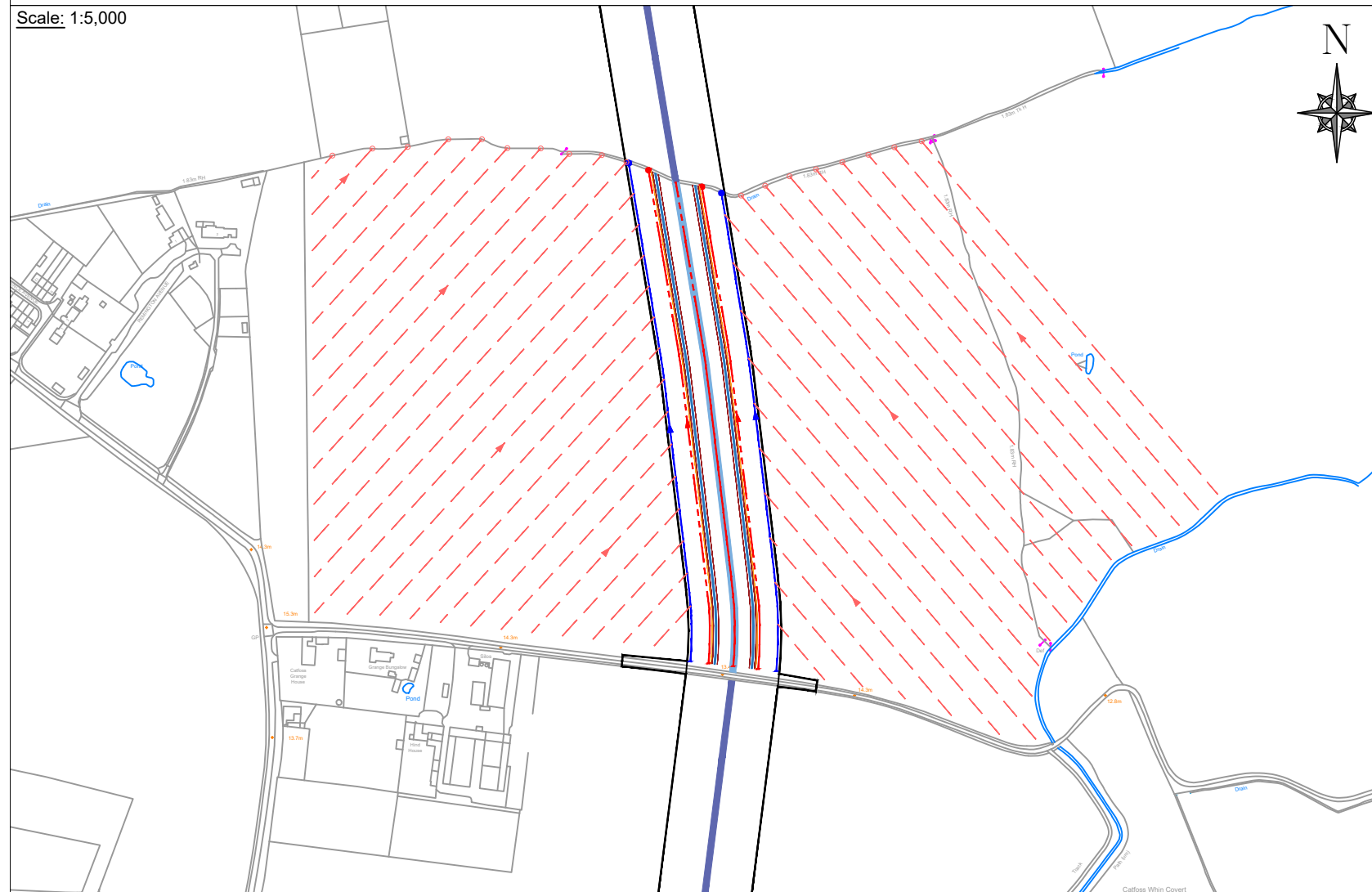
--- COMMERCIAL IN CONFIDENCE ---

DIRECTORS: **Raymond James Lambert – Luke Joshua Lambert - Miles George Flather**
VAT No. 817 1279 29, Registered in England No. 04795948

Scale: 1:200



Scale: 1:5,000



Project:

Dogger Bank South

Title:

Indicative Working Area Cross Section

Client:

Drawn.

Land Drainage Consultancy Ltd






Cowslip Offices
Fimber
DRIFFIELD
East Yorkshire
YO25 9LY
Tel: 01377 236010
il: mail@ldcl.co.uk

Revision	Amendment	Date
1	First Issue	23/04/2025
2	Annotation and Plan Amendments	25/04/2025
<u>Scale:</u> Varies	<u>Size:</u> A3	<u>Sheet:</u> 1
<u>Drawn:</u> GS	<u>Checked:</u> LL	<u>Approved:</u> LL
<u>Revision:</u> 2	<u>Date:</u> 25/04/2025	<u>Co-ordinates:</u> BNG (27700)

Drawing:

LDC_DBS_IndicativeCableRoute_Drainage.dwg

Key:

Proposed Fence — — — — — Permanent Easement — Subsoil  Permeable Fill  Proposed 160mm uPVC Drain — Existing Drain - - - - - Existing Outfall ○
2x HVDC Power Cores ● Haul Road — Proposed 80mm uPVC Drain — Proposed Outfall (Colour Denotes Size) ● Fibre Optic Duct ● Topsoil 

Appendix C - ISH4 Action Point 13 (Land Drainage evidence)

DBS Onshore Civils Cable Route Construction Examples

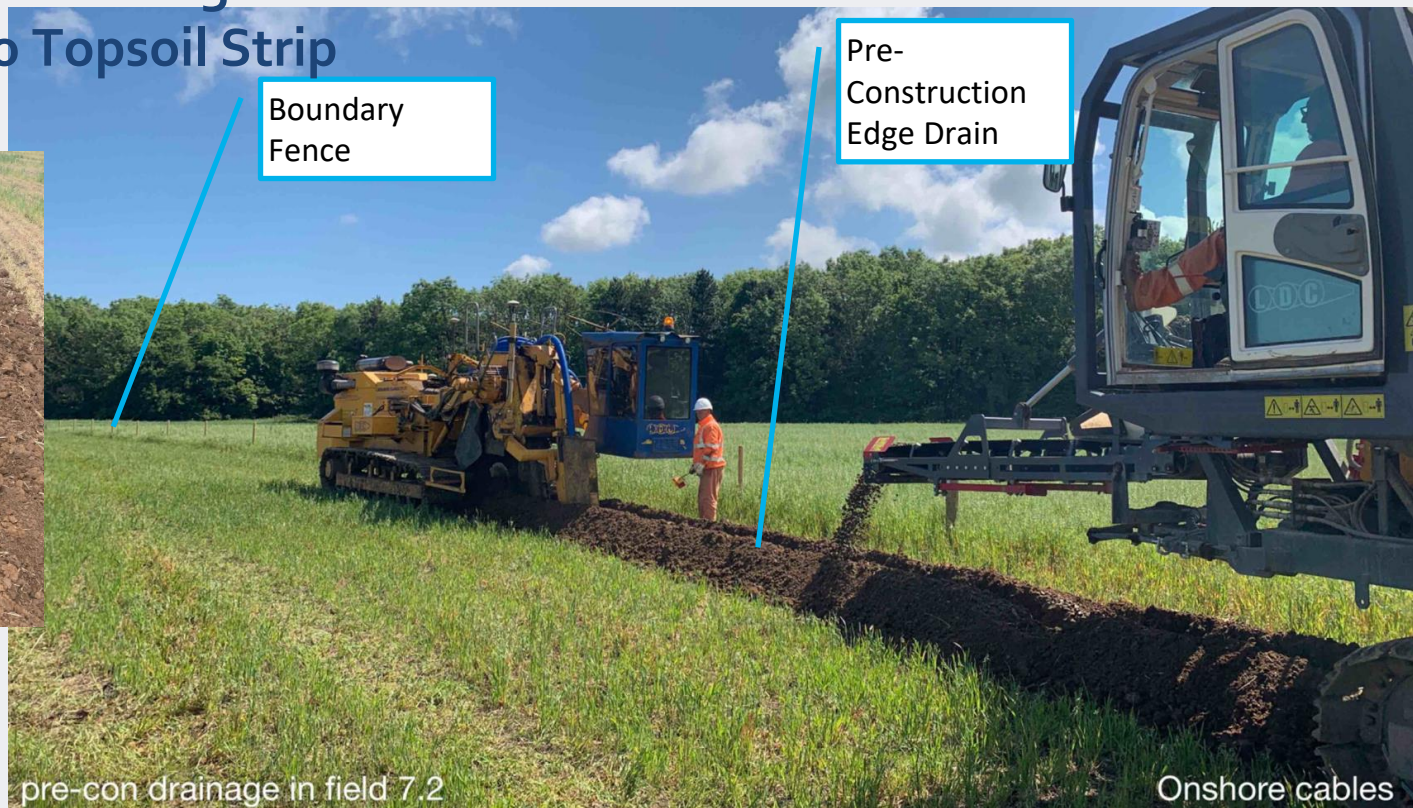
April 2025



RWE

MASDAR 

Pre Construction Drainage Installed prior to Topsoil Strip



Boundary
Fence

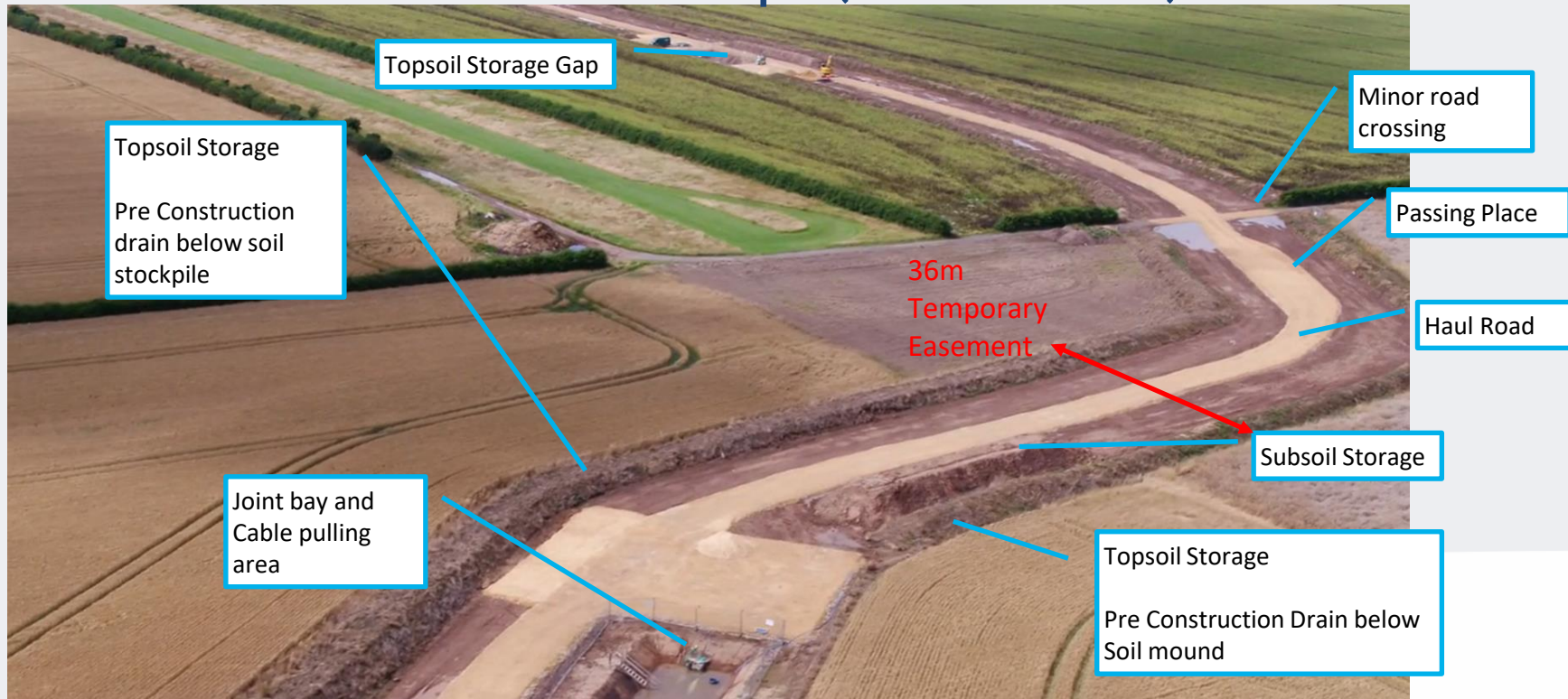
Pre-
Construction
Edge Drain

pre-con drainage in field 7.2

Onshore cables

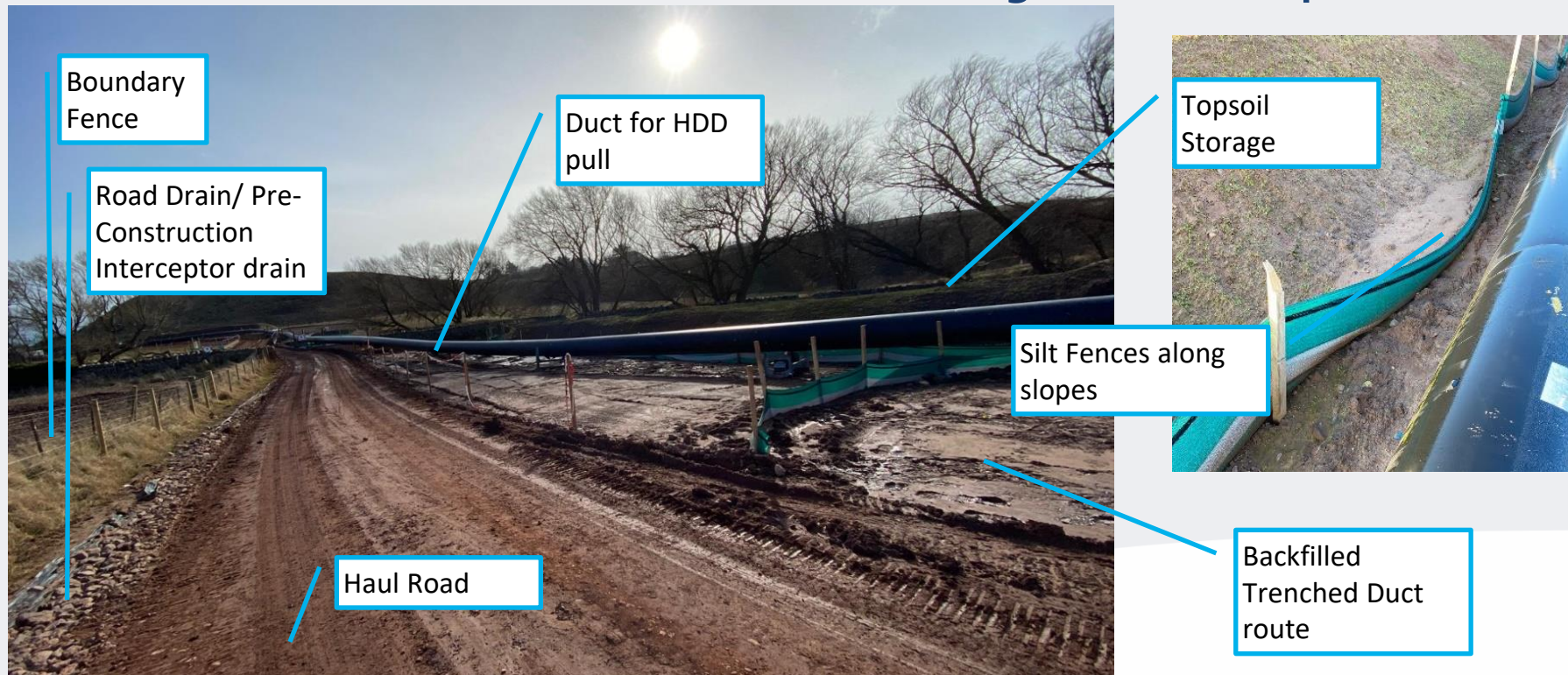
Indicative Information for DCO-
Actual Construction Methodology will be developed by the Principal Contractor / Contractors during detailed
design in line with site specific conditions and design requirements

HVDC Cable route Aerial View example (ducts installed)



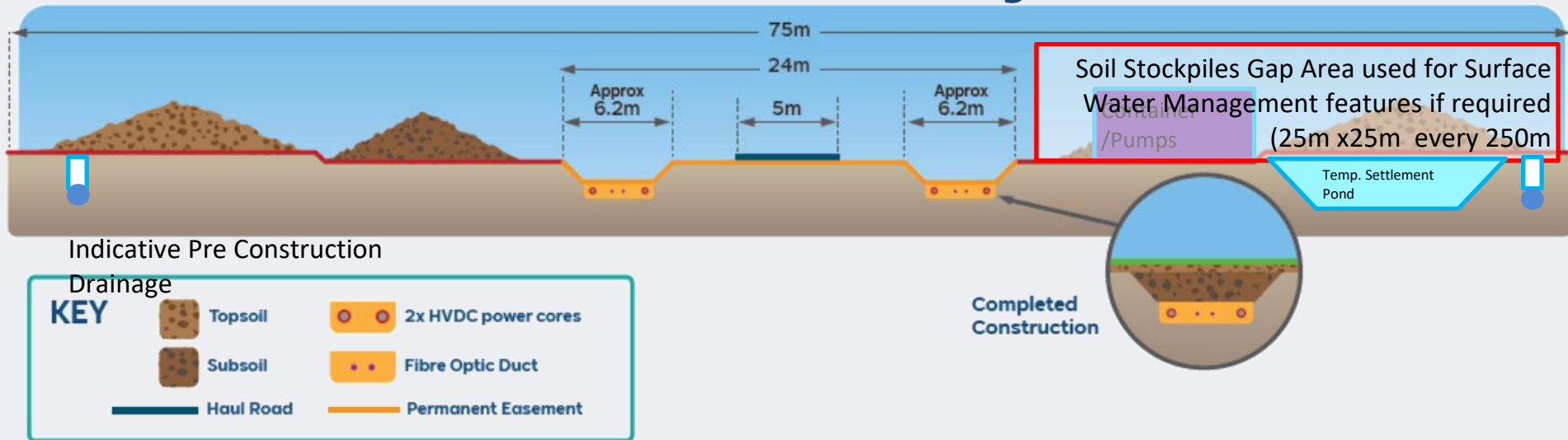
Indicative Information for DCO-
Actual Construction Methodology will be developed by the Principal Contractor / Contractors during detailed design in line with site specific conditions and design requirements

HVDC Cable route General Surface Water Management Examples



Indicative Information for DCO-
Actual Construction Methodology will be developed by the Principal Contractor / Contractors during detailed design in line with site specific conditions and design requirements

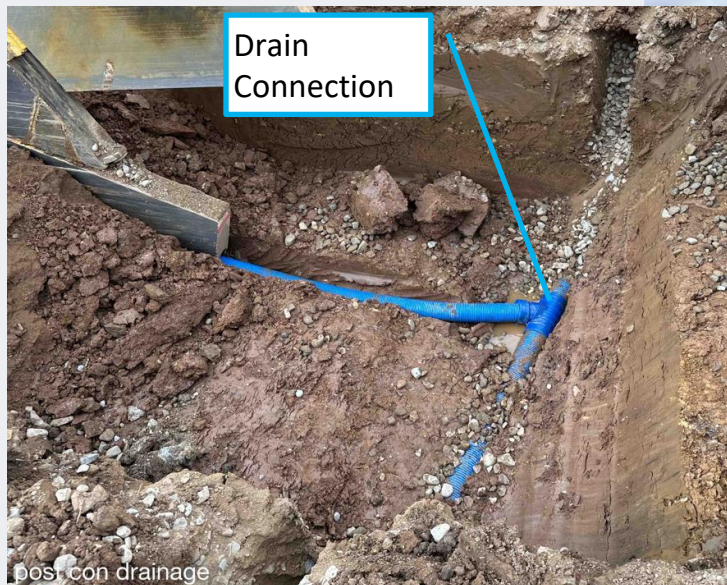
Indicative Area available for Surface Water Management



Additional area can be made available through relocating Soil Storage away from the work area, if required.

Indicative Information for DCO-
Actual Construction Methodology will be developed by the Principal Contractor / Contractors during detailed design in line with site specific conditions and design requirements

Post Construction Drainage- installed prior to Topsoil reinstatement



Indicative Information for DCO-
Actual Construction Methodology will be developed by the Principal Contractor / Contractors during detailed
design in line with site specific conditions and design requirements

Appendix D - ISH4 Action Point 53 (Skipsea Drain evidence)

[REDACTED]

From: [REDACTED]
Sent: 11 April 2025 09:49
To: [REDACTED]
Subject: FW: Dogger Bank South ExA Question: Skipsea Drain
Attachments: Re: Site Designation SKIPSEA DRAIN

From: [REDACTED]@rhdhv.com>
Sent: 09 April 2025 18:16
To: [REDACTED]@rhdhv.com>
Subject: Fw: Dogger Bank South ExA Question: Skipsea Drain

Evidence for ExA re: Skipsea Drain.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]@rhdhv.com>
Sent: Monday, March 17, 2025 7:57 AM
To: [REDACTED]@eastriding.gov.uk>
Subject: Re: Dogger Bank South ExA Question: Skipsea Drain

[REDACTED]

Please find a response attached from the society who designates the RIGS / LGS. They are in agreement that they have never designated Skipsea Drain and that there are two sites which are designated (over which the drain flows). I trust that means when the GIS is updated Skipsea Drain will be removed.

These two sites which are designated are:

GS Site EY51 Skipsea Low Mere SSSI was designated as a continuous record for the late-glacial, early and mid Holocene. The record states that this was for Quaternary/ Holocene studies because it is important for its pollen record. This is located at TA149556 and you presently do not have this mapped.

Skipsea Bail Mere LGS Site EY50 described as the site of an ancient mere, now dry. The pollen record from the lake sediments extends from the Late Devensian (c.12,000 BP) to historic times. Pollen and macrofossil remains of the water chestnut (*Trapa natans*) are recorded from the site. This is marked on the mapping at the Castle site.

If you have any queries please let me know.

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] <[\[REDACTED\]@rhdhv.com](mailto:[REDACTED]@rhdhv.com)>
Sent: Thursday, March 13, 2025 11:48 AM
To: [REDACTED] <[\[REDACTED\]@eastriding.gov.uk](mailto:[REDACTED]@eastriding.gov.uk)>
Subject: Re: Dogger Bank South ExA Question: Skipsea Drain

Thanks [REDACTED] and I appreciate that it is difficult to pin these things down sometimes.

I have emailed the RIGS group however as it is a voluntary organisation I am not sure they will be forth coming.

It is worth noting though that Skipsea Drain has never been designated as an LGS by them according to the documentation on their website. This is contradictory to the statement below from the policy team who ask if they can confirm the Drain is no longer an LGS.

Kind Regards

[REDACTED]

[REDACTED]


[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



From: [REDACTED]@eastriding.gov.uk>
Sent: Thursday, March 13, 2025 11:31 AM
To: [REDACTED]@rhdhv.com>
Subject: Re: Dogger Bank South ExA Question: Skipsea Drain

Thanks [REDACTED], I understand the reason for the question now. I've asked our policy team if they have an answer and this is their response "Looks like the Drain is included erroneously and is probably a hangover from an earlier borough Local Plan, though I've just looked and it wasn't listed in 1997 either. I would suggest that East Yorkshire RIGS group are the authority on this and if they confirm that the Drain is no longer a LGS then that probably outweighs the policies map. We are moving to a more interactive map-first approach in the future so that genuine changes can be updated".

From: [REDACTED]
Sent: Thursday, March 13, 2025 10:57 AM
To: [REDACTED]
Subject: Re: Dogger Bank South ExA Question: Skipsea Drain

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Hi [REDACTED]

I am not sure that they will be able to help, however I have emailed them already. The issue is that the site identified on the Councils GIS mapping is not listed by them as a Local Geological Site or a RIGS, however, you have it down as one.

I am trying to avoid the situation in the next hearing that the Council is asked by the Planning Inspectorate about this, and you cannot answer it. I have given our response in that there is no evidence trail for why the site is designated as it is. The Inspector is quite tenacious and I don't think he will let go of it easily.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Sent: Thursday, March 13, 2025 10:48 AM

To: [REDACTED]

Subject: Re: Dogger Bank South ExA Question: Skipsea Drain

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi [REDACTED]

Don't know if this helps [REDACTED]

The info below says the identification of local geological sites is carried out by the East Yorkshire RIGS Group. The link provides contact details.

Regards

[REDACTED]

From: [REDACTED]

Sent: Tuesday, March 11, 2025 1:52 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: Dogger Bank South ExA Question: Skipsea Drain

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Thank you [REDACTED] for your swift response.

[REDACTED] please can you point me in the right direction.

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] [@eastriding.gov.uk](mailto:[REDACTED]@eastriding.gov.uk)>

Sent: Tuesday, March 11, 2025 1:34 PM

To: [REDACTED] [@rhdhv.com](mailto:[REDACTED]@rhdhv.com)>

Cc: [REDACTED] [@eastriding.gov.uk](mailto:[REDACTED]@eastriding.gov.uk)>

Subject: Re: Dogger Bank South ExA Question: Skipsea Drain

Hi [REDACTED]

Unfortunately that isn't my area of expertise, I deal with air quality and land contamination. I've CC'd our Planning Officer to see if he knows who the right consultee would be

Thanks
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



You may receive emails from me outside normal working hours. I do not expect you to either read or respond to these outside of your normal working hours unless you choose to do so. Work life balance is important!

From: [REDACTED]@rhdhv.com>
Sent: 11 March 2025 1:20 PM
To: [REDACTED]@eastriding.gov.uk>
Cc: [REDACTED]@rhdhv.com>
Subject: Dogger Bank South ExA Question: Skipsea Drain

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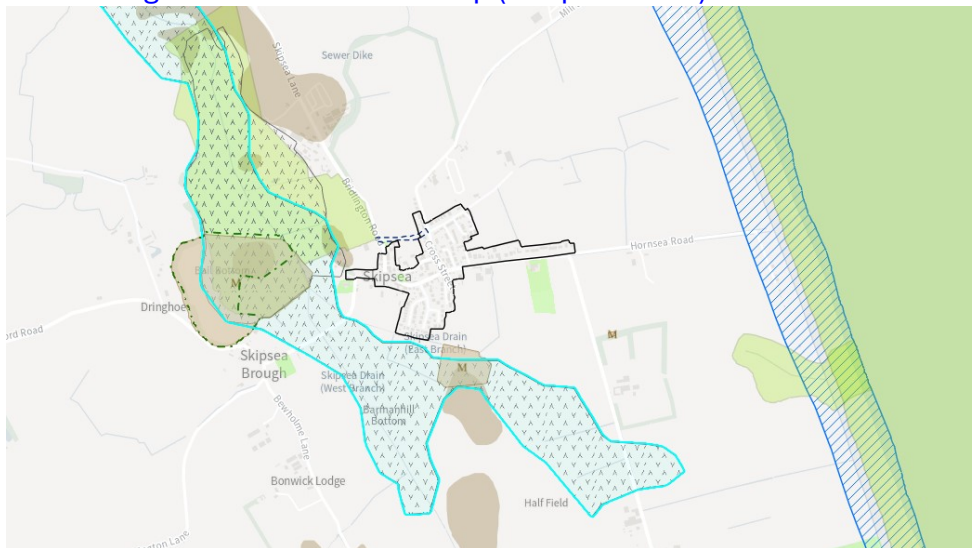
Hi [REDACTED]

I am hoping that I have sent this email to the correct person. If not please can you let me know where it should be sent to?

We are working on the Dogger Bank South project and I am attempting to answer one of the questions from the ExA as concisely as possible.

I am presently querying how Skipsea Drain has been designated. I have set it out below mainly pictorially so hopefully it is easy to follow. I have also included direct links to hopefully save on time at your end as I appreciate that you are probably exceptionally busy.

The Map below shows Skipsea Drain designated as a Local Geological Site:
[East Riding Local Plan Policies Map \(Adopted 2016\)](#)



Local Geological Sites (ENV4)

LOCATION	Skipsea Drain
Policy_Ref	ENV4
Title	Conserving and enhancing biodiversity and geodiversity
Document	Strategy Document
URL	View

The East Riding Council Website defines LGS sites as:

[Important sites for wildlife](#): Local Geological Sites (LGS), or Regionally Important Geological Sites (RIGS) as they are also known, are areas of geological importance. This might be for their educational value, their role in the development of geological science, or for their rocks, fossils or features. In the East Riding, a voluntary group of geologists known as the "East Yorkshire RIGS Group" leads the work to identify these sites.

A list of RIGS / LOGS are enclosed within this document:

[Management of Local Sites System - PART C - Appendices.pdf](#) identifies one LGS site within the vicinity of Skipsea Drain unless it is called by another name in the document:

Skipsea Low Mere TA149556[Site number EY51] continuous pollen record for late-glacial, early and mid Holocene.

This Skipsea Low Mere is grid referenced to here which would figure as it is part of three Meres which may have been connected by Skipsea Drain:



I can not find the source record for what Skipsea Drain was designated for and by whom to then be able to classify its sensitivity. We acknowledge that it is a landscape and heritage paleoenvironment feature but not sure that it is a LOGS/RIGS but in fact is a lower grade geological site of local interest.

I suspect although I am providing a written response as an intermediary we may get pushed on this further so was hoping we could come to an answer on this before the hearings in early April.

Happy to chat through if that is easier.

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

From: [REDACTED]
Sent: 14 March 2025 11:25
To: [REDACTED]
Subject: Re: Site Designation SKIPSEA DRAIN

You don't often get email from [REDACTED] [Learn why this is important](#)

This message was sent from a **public domain email service** such as Gmail, Yahoo!, AOL, etc. Please be cautious.

Hi [REDACTED],
Yes, I would agree, it is only the sediments over which the drain flows that are designated.
Regards,
[REDACTED]

On Fri, 14 Mar 2025 at 11:07, [REDACTED] [@rhdhv.com](mailto:[REDACTED]@rhdhv.com)> wrote:
Hi [REDACTED]

Thank you for your prompt response it is much appreciated.

Is it fair to agree then than Skipsea Drain does not have a designation from yourselves as either a RIGS or LGS?

Kind Regards
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Friday, March 14, 2025 10:50 AM
To: [REDACTED] [@rhdhv.com](mailto:[REDACTED]@rhdhv.com)>
Subject: Re: Site Designation SKIPSEA DRAIN

You don't often get email from [REDACTED]. [Learn why this is important](#)

This message was sent from a **public domain email service** such as Gmail, Yahoo!, AOL, etc. Please be cautious.

Hello [REDACTED],

My records agree with what you have found that LGS Site EY51 Skipsea Low Mere was designated as a continuous record for the late-glacial, early and mid Holocene.

The record states that this was for Quaternary/ Holocene studies because it is important for its pollen record and is suitable for future degree/post graduate research.

There is also Skipsea Bail Mere LGS Site EY50 described as the site of an ancient mere, now dry. The pollen record from the lake sediments extends from the Late Devensian (c.12,000 BP) to historic times. Pollen and macrofossil remains of the water chestnut (*Trapa natans*) are recorded from the site. Also suitable for future research.

Unfortunately for both sites I cannot find who made the classification.

Hope that helps,

Regards,
[REDACTED]

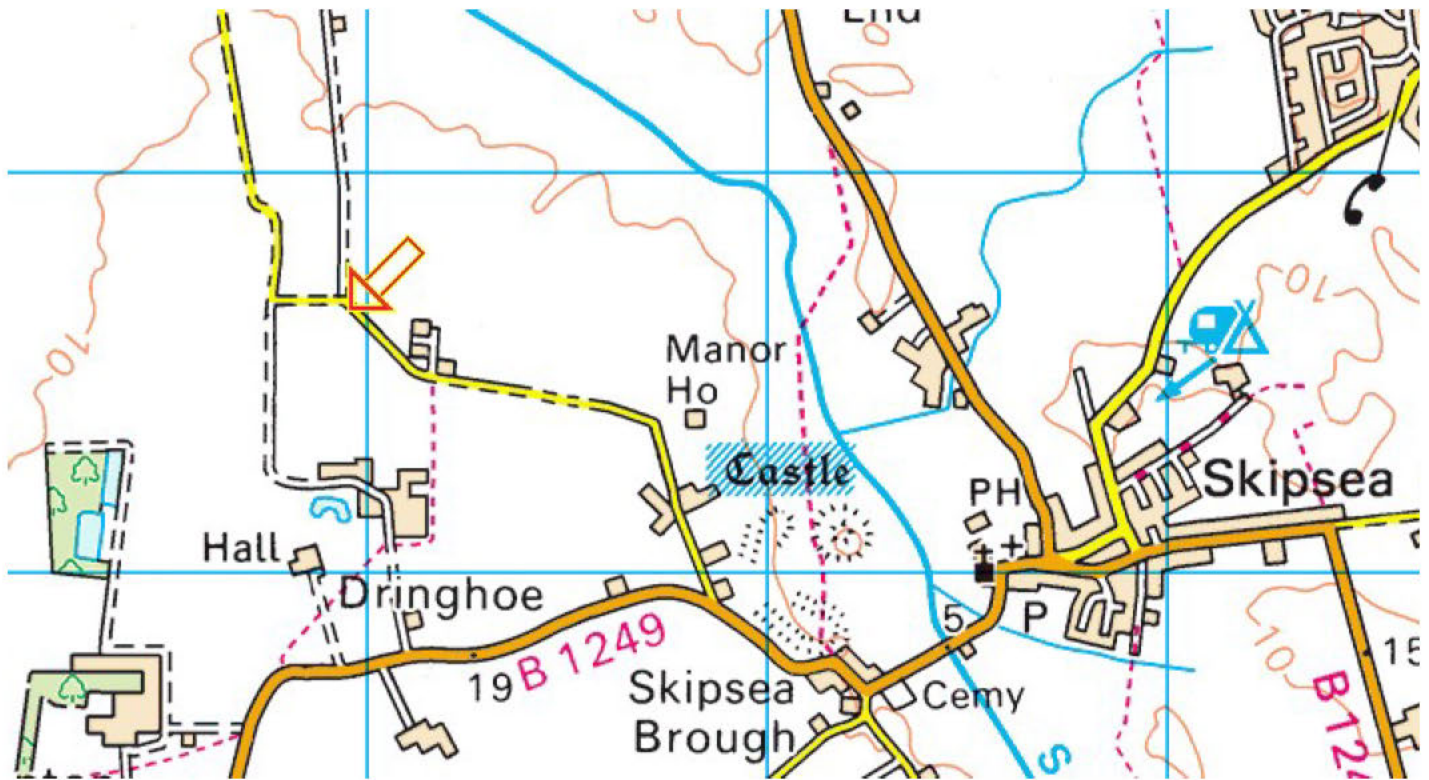
On Thu, 13 Mar 2025 at 10:56, [REDACTED]@rhdhv.com> wrote:

Hi there, I am hoping that you will be able to help me there seems to be a discrepancy issue that I am trying to resolve. We are presently in examination with the Planning Inspectorate and there appears to be a site allocated by East Riding as an LGS but there is no record of why or how this has been arrived at. I have summarised what I sent to the Council as a query below and I am hoping you might be able to help:

I am presently querying how Skipsea Drain has been designated. I have set it out below mainly pictorially so hopefully it is easy to follow. I have also included direct links to hopefully save on time at your end as I appreciate that you are probably exceptionally busy.

The Map below shows Skipsea Drain designated as a Local Geological Site:

[East Riding Local Plan Policies Map \(Adopted 2016\)](#)



I can not find the source record for what Skipsea Drain was designated for and by whom to then be able to classify its sensitivity. We acknowledge that it is a landscape and heritage paleoenvironment feature but not sure that it is a LOGS/RIGS but in fact is a lower grade geological site of local interest.

Kind Regards

[Redacted signature block]

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