

What we heard from your feedback

We have summarised the key themes and what we are doing to address them in the table below. A detailed breakdown of all consultation responses and how they have been considered will be set out in a Consultation Report that will be submitted as part of the application for a Development Consent Order (DCO).

Onshore

| Theme | Feedback topics | What we're doing |
|------------------------------|--|---|
| Landscape and Visual | <p>Potential visual impact of the substations and how views might be affected. Many respondents stated a preference for co-locating the substations within one zone.</p> <p>Planting ahead of construction to allow plants to become established.</p> <p>The presence of overhead lines.</p> | <p>A decision has been made to remove Substation Zone 1 from the project design and to co-locate two High Voltage Direct Current (HVDC) converter stations in Substation Zone 4.</p> <p>A Landscape and Visual Impact Assessment of the co-located substation design and mitigation plans, including illustrative landscape planting schemes, is being developed and will be presented in the Environmental Statement (ES). The landscape specialists are also considering the substation design as part of the scheme development.</p> <p>All cables will be buried.</p> |
| Traffic and Transport | <p>Routing traffic through residential areas.</p> <p>The use of trenchless crossings under well-used roads.</p> <p>The development and use of a Transport Management Plan for the construction period.</p> <p>Moving large items by sea/ barge to the landfall.</p> <p>Consideration of cumulative impacts with other development schemes.</p> | <p>To reduce traffic movements to levels lower than presented in the Preliminary Environmental Information Report we will use one haul road for both projects, complete ducting for both projects during construction of the first project and share engineering works where possible.</p> <p>Construction traffic routes have been developed in consultation with East Riding of Yorkshire Council (ERYC), Hull City Council and National Highways. Where possible this minimises routes through residential areas.</p> <p>Through the Construction Traffic Management Plan, we will work with ERYC to agree traffic management measures. This may include restricting construction traffic levels at certain locations to avoid sensitive times such as school start and finish times.</p> <p>We will continue to develop the Outline Construction Traffic Management Plan to ensure that necessary controls are in place to manage construction traffic.</p> <p>The Traffic and Transport Assessment will consider cumulative development in the area.</p> |



Onshore

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| Archaeology and Cultural Heritage | Queries about archaeological investigations. | <p>We are carrying out detailed archaeological surveys and heritage resource assessments as part of the Environmental Impact Assessment (EIA) process.</p> <p>Geophysical surveys have been completed on more than 75% of the onshore development area.</p> <p>A trial trenching plan has been agreed with Historic England and Humber Archaeological Partnership to investigate potential features identified during the desk-based and geophysical surveys, plus some 'blank' areas. Trial trenching is in progress at the landfall and substation sites and will begin along the cable route in 2024.</p> <p>Significant heritage assets have been identified around Nunkeeling. Following consultation with heritage stakeholders the cable route has been amended and now avoids these sites.</p> |
| Ecology | Potential impact on Beverley Westwood and Burton Bushes Sites of Special Scientific Interest (SSSI). | <p>The cable route avoids both Beverley Westwood and Burton Bushes SSSI.</p> <p>Temporary construction compounds (TCC) have been selected that are further away from Burton Bushes SSSI to minimise impact.</p> <p>We have committed to Horizontal Directional Drill under woodland areas to leave them undisturbed and in situ.</p> |

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Your feedback - continued

Onshore

| Theme | Feedback topics | What we're doing |
|------------------------------------|--|--|
| Agricultural Land | <p>Development on agricultural land and impact on Agricultural Land Classification.</p> <p>Drainage.</p> | <p>Land will be returned to agricultural use once the cable route is installed, and landowners will be able to return to normal farming practices. They will, however, be prohibited from activities that might interfere with or damage the cables such as erecting buildings or allowing any plant or tree to grow in the cable easement strip.</p> <p>We will use a competent contractor for soil handling, storage and reinstatement under Defra (2009) Construction Code of Practice for the Sustainable Use of Soils on Construction Sites; storing excavated subsoil separately from the topsoil, with sufficient separation to ensure segregation.</p> <p>We will carry out all work diligently, using suitable materials and in accordance with good industry practice, which will be outlined in a Code of Construction Practice, submitted with the Environmental Statement. We will also reinstate or divert existing agricultural land drains to the satisfaction of the landowner.</p> |
| Noise | <p>Potential noise impacts during construction along the cable route.</p> | <p>We have sited the cable route and any temporary construction compounds away from residential properties and caravan parks where possible.</p> |
| Public Rights of Way (PRoW) | <p>Ensuring minimal impacts on PRoW during construction</p> | <p>We will work with the local authority and other consultees to agree how to manage PRoW during construction. We are not proposing to permanently divert any PRoW.</p> |



Onshore

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| Hydrology, Flood Risk and Drainage | Consideration of flood zone areas and the potential impact on water storage in aquifers. | <p>A Flood Risk Assessment is in progress in consultation with the Environment Agency, Lead Local Flood Authority and the Beverley and North Holderness Internal Drainage boards and will be presented in the Environmental Statement. Sections of the onshore cable corridor are located within Flood Zone 2 and 3 associated with several main rivers, including the River Hull, plus ordinary watercourses.</p> <p>We will use trenchless techniques, including Horizontal Directional Drilling to cross main rivers and mitigate flood risk in these locations. For ordinary watercourses we will use trenched crossings designed to maintain flow volumes and rates. Once operational there will be no flood risk to or from the onshore export cables.</p> <p>The onshore substation is in Flood Zone 1, which has a low risk of flooding from fluvial sources. There are some areas of surface water flood risk that will be managed as part of the substation operational sustainable drainage design. A drainage strategy will be submitted with the Development Consent Order.</p> <p>There are Source Protection Zones (SPZs) for drinking water located along the onshore cable corridor. The impact on aquifers and SPZs will be assessed in the Environmental Impact Assessment and appropriate mitigation measures included in the Code of Construction practice submitted with the Environmental Statement.</p> |
| Coastal Erosion | Influence of activities at the landfall location on coastal erosion | <p>The design considers potential future coastal erosion at the landfall. We are undertaking geotechnical site investigations to inform the construction methodology at the landfall and minimise the impact of the development on the environment. Effects on coastal erosion and flood risk will be assessed in the Environmental Impact Assessment and mitigated where necessary.</p> |

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Your feedback - continued

Onshore

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|--------------|--|---|
| Health | Potential impacts from electromagnetic fields. | The projects will implement relevant guidelines from the International Commission on Non-Ionizing Radiation Protection and the UK Government voluntary code of practice. Our commitment to these standards is to the satisfaction of The Planning Inspectorate and the UK Health Security Agency. |
| Air Quality | Potential impacts from construction vehicle exhaust emissions. | Effects from air quality will be considered as part of the Environmental Impact Assessment. |
| Supply Chain | Use of local supply chain for components | Offshore wind is a core growth opportunity in the region. We plan to maximise potential for the benefit of local businesses, create new, high quality long-term jobs, support new skills development, and wherever possible, ensure that all localised options are explored. |

Offshore

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| Offshore Ecology | Potential impacts on offshore wildlife including birds, fish and marine mammals. | We are assessing potential impacts on offshore ecology. Preliminary results are outlined in the Preliminary Environmental Information Report (PEIR) and have been discussed with relevant expert topic groups. The final report will be submitted as part of the Development Consent Order. |
| Project Design | <p>Reduce the design envelope within Dogger Bank Special Area of Conservation by:</p> <ul style="list-style-type: none"> • Removing the option of HVAC as a mode of transmission; • Removing the option of gravity base foundations. | <p>We will progress with the HVDC transmission systems only, which reduces the number of offshore export cables and platforms required. This is in line with advice received from Natural England to help minimise environmental impacts.</p> <p>Gravity base foundations have been removed from the wind turbine foundations but currently remain as an option for the platform foundations. We are continuing to review site-specific ground condition data, the size/weight of the equipment required and the potential complexity of installation to inform our final decision for the platform foundations.</p> |
| Underwater noise | Potential for noise abatement systems and temporal and/or spatial restrictions on construction between August and October to protect herring spawning from underwater noise. | <p>Parameters used in the underwater noise modelling for the PEIR assessments have been reduced following feedback including: reductions to array area; monopile diameter; hammer energy; maximum simultaneous piling events and maximum number of piles per day. These modifications are expected to reduce underwater noise.</p> <p>We will include the updated results in the Environmental Statement and propose appropriate mitigation for any potential significant impacts to be discussed and agreed with the Marine Management Organisation and Natural England.</p> |