

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

Dogger Bank South Offshore Wind Farms

Commitments Register Volume 8

June 2024

Application Reference: 8.6 APFP Regulation: 5(2)(q) Revision: 01

Unrestricted



Company	:	RWE Renewables UK Dogger Bank South (West) Limited and RWE Renewables UK Dogger Bank South (East) Limited	Asset:	Develo	opment	
Project:		Dogger Bank South Offshore Wind Farms	Sub Project/Pac	ckage: Conse	nts	
Documen Descriptic	t Title or on:	Commitments Register				
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01	June 2024	Final for DCO Application	RHDHV	RWE	RWE	

		Releva Phase	nt Project		ES Chapter where commitment has been made		Commitr Type	ment		
Ref.	Onshore / Offshore / Overarching	Pre-Construction Construction	Commitment Title	Commitment Detail	 4: Site Selection and 5: Project Description 6: El Methodology 6: El Methodology 8: Marine Physical Processes 9: Benthic and Intertidal Ecology 9: Enthic and Shellifish 11: Marine Mammalis 12: Offhsore Ornithology 13: Commercial Fisheries 14: Shipping and Navigation 15: Commercial Fisheries 14: Shipping and Navigation 15: Construction Ecology and 15: Construct Archaeology and 18: Terrestrial Ecology and 19: Geology and Land Users 17: Offshore Archaeology and 18: Terrestrial Ecology and 21: Land Use 22: Land scorpe and Visual 23: Landscope and Visual 23: Landscope and Visual 23: Humon Health, 26: Air Quality Socio-Economics 	How is Commitment Secured / Bimplemented?	Embedded Mitigation Additional Mitigation	Monitoring	Decision Maker / Relevant Authority	Relevant Application Document(s)
C001	Onshore		Pre-construction activities	The applicant has committed to the following pre-construction activities for the onshore substation zone and onshore export cables: • Ground investigations and pre-construction surveys: • Road/junction modifications and any new junctions off existing highways: • Pre-construction drainage – installation of buried drainage along the cable corridor and at the substation, which requires an understanding of the existing agricultural drainage environment; • Pre-construction utilities diversions (temporary and permanent): • Hedge and tree removal – hedge and tree removal is seasonal and can be influenced by ecological factors. Removing these ahead of the main works mitigates against potential programm delays; • Ecological mitigation – any advanced pre-construction mitigation activities, for example installation of great crested newt fencing; and • Archaeological mitigation – pre-construction activities agreed with Historic England and Humber Historic Environment Services	e	DCO Schedule 1 DCO Requirement 12 DCO Requirement 14 DCO Requirement 16 DCO Requirement 18	•		Historic England	Volume 8, Outline Ecological Management Plan (application ref: 8.10) Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13) Volume 8, Outline Drainage Strategy (application ref: 8.12) Volume 8, Outline Onshore Written Scheme of Inverstigation
C002	Offshore	•	IPMP	Offshore monitoring requirements are described in the In-Principle Monitoring Plan (IPMP) (Volume 8, application ref: 8.23) submitted alongside the DCO application. The monitoring requirements will be be further developed and agreed with stakeholders prior to construction based on the IPMP and taking account of the final detailed design of the Projects.	••••••••	DML 1 & 2 - Conditions 15 & 20-2 DML 3 & 4 - Conditions 13 & 18-2 DML 5 - Conditions 11 & 14-16 Coble Statement	22	•	Marine Management Organisation	(application ref: 8.14) Volume 8, In Principle Monitoring Plan (application ref: 8.23)
C003	Offshore	•	Electromagnetic F (EMF)	elds The Applicants are committed to burying offshore export cables to 0.5-1.5m (depending on cable location) where practicable (subject to a cable burial risk assessment (see Volume 8, Cable Statement (application ref: 8.20)). This will increase the distance between the offshore export cables and the seabed surface, resulting in a lower field strength and area affected by EMF at the seabed surface (see Volume 8, Cable Statement (application ref: 8.20)).	•	DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	•		Marine Management Organisation	Volume 8, Cable Statement (application ref: 8.20)
C004	Offshore	•	Offshore Export C Corridor	The offshore cable corridor was selected in consultation with key stakeholders to select route options which minimised impacts on designated sites, such as minimising its length within the Dogger Bank Special Area of Conservation (SAC), avoiding permanent overlaps with the Holderness Inshore Marine Conservation Zone (MCZ) and the Annex I Smithic Bank sandbank, as we as avoiding overlaps with the Flamborough Head SAC and Holderness Offshore MCZ. See Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4).	•	DCO Schedule 1	•		Marine Management Organisation	Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)
C005	Offshore	•	Offshore Export C Corridor	The Offshore Export Cable Corridor was selected in consultation with key stakeholders to select a route which minimised impacts on designated sites and ecologically important habitats for fish and shellfish species. See Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4).	•	DCO Schedule 1	•		Marine Management Organisation	Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)
C006	Offshore	•	Site Integrity Plan	A Southern North Sea SAC SIP will be developed pre-construction, in accordance with Volume 8 , In Principle SIP (application ref: 8.26), which will set out the approach to deliver any project mitigation or management measures to reduce the potential for any significant disturbance of harbour porpoise in relation to the Southern North Sea SAC conservation objectives. The SIP will be an adaptive management tool, which can be used to ensure that the most adequate, effective and appropriate measures, if required, are put in place. The SIP will be based upon best available information and methodologies at that time, in consultation with the relevant SNCBs and MMO.	•	Site Integrity Plan DML 1 & 2 - Conditions 14 & 15 DML 3 & 4 - Conditions 16 & 17 Marine Mammal Mittigation Proto	• Icol	•	Marine Management Organisation	Volume 8, Outline Site Integrity Plan (application ref: 8.26)
C007	Offshore	•	MMMP for Piling Activities	information, methodologies, industry best protice, latest scientific understanding, current guidance and detailed project design. The MMMP for piling will be developed in the pre-construction period and based upon best available information, methodologies, industry best protice, latest scientific understanding, current guidance and detailed project design. The MMMP for piling will be developed in the pre-construction with the relevant Statutory Nature Conservation Bodies (SNCBs) and the MMO, detailing the proposed mitigation to reduce the risk of any physical or permanent auditory injury (Permanent Threshold Shift (PTS)) to marine mammals during all piling operations. This will include details of the embedded mitigation, for the soft-start and ramp-up, as well as details of the proposed mitigation zone and any additional mitigation measures required in order to minimise potential impacts of any physical injury or PTS, for example, the activation of an Acoustic Deterrent Device (ADD) prior to the soft-start, as much as is practicable.	•	DML 1 & 2 - Conditions 15 & 20-2 DML 3 & 4 - Conditions 13 & 18-2 DML 5 - Conditions 11 & 14-16	22 20		Marine Management Organisation	Volume 8, Outline Marine Mammal Mitigation Protocol (application ref: 8.25)
C008	Offshore	•	Minimum blade	There would be a minimum blade tip clearance (air draft height) of at least 34m above MSL. Project parameters would be secured within the Draft DCO (application ref: 3.1).	• • •	DML 1 & 2 - Condition 2	•		Marine Management	N/A
C009	Offshore	•	Site Seleciton	The Crown Estate conducted a detailed site selection exercise, considering a range of sensitivities which included ornithological impacts. The Projects' Array Areas are located at least 100k from the nearest seabird breeding colony at Flamborough and Filey Coast Special Protection Area (FFC SPA) and as such connectivity for most species will be relatively low. The Array Areas have been refined following reviews of site-specific survey information.	n •	DCO Schedule 1	•		Marine Management Organisation	Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)
C010	Offshore	•	Fisheries Liaison c existence Plan (FL	nd Co-One or more Fisheries Liaison and Co-existence Plan(s) will be developed pre-construction, in accordance with the Outline FLCP (Volume 8, application ref: 8.28) to communicate the (P) commitments by the Project(s) to co-exist with the fishing industry.	•	Fisheries Liaison and Co-existence Plan DML 1 & 2 - Condition 18 DML 3 & 4 - Condition 20 DML 5 - Condition 14	•		Maritime and Coastguard Agency Trinity House UK Hydrographic Office	Volume 8, Outline Fisheries Liaison and Co-existence Plan (application ref: 8.28)
C011	Offshore	•	Project Design	The Applicants have reduced the Project Design in order to reduce potential impacts as far as practicable. The DBS West and DBS East Array Areas in which the turbines are proposed to be installed have been reduced from a combined 989km ² to 704km ² , a reduction of approximately 30% when compared to the design put forward for consultation in the PEIR.		DCO Schedule 1	•		Marine Management Organisation	Volume 7, Chapter 5 Project Description (application ref 7.5)
C012	Offshore	•	Layout Plan	One or more Layout Plan(s) setting out the relevant proposed details of the Projects within the Offshore Development Area would be agreed with the MMO following appropriate consultatio with Trinity House and the MCA.		Layout Plan DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	•		Marine Management Organisation	N/A
C013	Offshore	•	Project vessel compliance with international mari regulations	Project vessels will ensure compliance with Flag State regulations including the Convention on the International Regulations for Preventing Collisions at Sea (COLREGs) (International Maritin Organization (IMO), 1972/77) and International Convention for the Safety of Life at Sea (SOLAS) (IMO, 1974). This is detailed within Volume 8, Outline PEMP (application ref: 8.21) .	e •	Project Environmental Manageme Plan DML 1 & 2 - Conditions 15 & 21 DML 3 & 4 - Conditions 13 & 19 DML 5 - Conditions 11 & 15	•		Lonvention on the International Regulations for Preventing Collisions at Sea, 1972 International Maritime Organization International Convention for the Sofety of Life at Sea, 1974	Volume 8, Outline Project Environmental Management Plan (application ref: 8.21)
C014	Offshore	•	Under keel cleara	ce Where scour protection is required. MGN 654 will be adhered to with respect to changes greater than 5% to the charted water depth referenced to CD in consultation with the MCA and Trin House. Compliance with MGN 654 would be secured within the DCO.	ly	DML 1 & 2 - Condition 18 DML 3 & 4 - Condition 16 DML 5 - Condition 12	•		Maritime and Coastguard Agency Trinity House UK Hydrographic Office	N/A

		Releve	ant Project			ES Chapter where c	ommitment has	been made							Commitment		
Ref.	Onshore / Offshore / Overarching	Prese Construction	Construction Operation and Maintenance Decommissioning	Commitment Title	Commitment Detail	4 : Site Selection and 5: Project Description 6: EIA Methodology 7: Consultation 8: Marine Physical Processes	9: Benthic and Intertidal Ecology 10: Fish and Shellfish 11: Marine Mammals 12: Offhsore Onrihology 13: Crommarial Eichariae	14: Shipping and Navigation 15: Aviation and Radar 16: Other Marine Users	 17: Offshore Archaeology and 18: Terrestrial Ecology and 10: Coolomic and Land Occulation 	20: Flood Risk and Hydrology21: Land Use	 2.2: Unshore Archaeology and 2.3: Landscape and Visual 2.4:Traffic and Transport 	23: Noise 26: Air Quality 27: Human Health	Socio-Economics 29: Tourism and Recreation	How is Commitment Secured /	Embedded Mitigation Additional Mitigation Monitoring Compensation	Decision Maker / Relevant Authority	Relevant Application Document(s)
C015	Offshore	•		Information, notifications and charting	Under Article 225A of the Air Navigation Order 2016 (as amended), obstacle details would be passed to the CAA at least eight weeks before construction commences. CAA would forward the information to MOD DGC and NATS AIS for inclusion in the AIP and on relevant civil and military aeronautical charts. To ensure stakeholder awareness of the Projects while charts are being updated, obstacle details would be notified to Defence Infrastructure Organisation Safeguarding and the CAA at least 14 days prior to the commencement of construction.			•						DML 1 & 2 - Condition 12 DML 3 & 4 - Condition 10 DML 5 - Condition 8	•	Civil Aviation Authority Ministry of Defence NATS	N/A
C016	Offshore	•		Charting of infrastructure	There will be appropriate marking of all offshore infrastructure associated with the Projects on UKHO admiralty charts. Appropriate notification to UKHO would be secured through a Conditions of the DMLs contained in the Order.			•						DML 1 & 2 - Conditions 9, 15, & 24 DML 3 & 4 - Conditions 7, 13, & 22 DML 5 - Conditions 5, 11 & 18	•	UK Hydrographic Office	N/A
C017	Offshore	•		Wrecks (Maritime and Aviation Archaeology)	A requirement to avoid historic wrecks (as far as possible) was included as a design principle for site selection in the design of the Offshore Export Cable Corridor.				•					DCO Schedule 1	•	Marine Management Organisation East Riding of Yorkshire Council	Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)
C018	Offshore	•		Archaeological Exclusion Zones	AEZs to be agreed between the project team and the archaeological curator will be the primary means employed to preserve features or remains of archaeological interest or potential <i>in-</i> situ. AEZs will be established and maintained in line with the principles laid out in Volume 8, Outline WSI (Offshore) (application ref: 8.22) .				•					Written Scheme of Investigation (Offshore) DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13	•	Historic England Marine Management Organisation East Riding of Yorkshire Council	Volume 8, Outline Written Scheme of Investigation (Offshore) (application ref: 8.22)
C019	Offshore	•		Protocol for archaeological discoveries	One or more archaeological recording and reporting protocols will be developed and used by the Projects to record and report any objects of possible archeological interest should they be encountered. The protocol(s) will be produced in line with the relevant principles laid out in the WSI (submission ref).				•					DML 5 - Condition 11 Written Scheme of Investigation (Offshore) DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 13	•	Historic England Marine Management Organisation East Riding of Yorkshire Council Historic England	Volume 8, Outline Written Scheme of Investigation (Offshore) (application ref: 8.22)
C020	Offshore	•		Data Sharing and Research Objective	The approach to realising the public benefit of sharing archeologcal data, and to the creation of joined-up objectives for post-consent investigation and mitigation, including links with academic and industry wide research initiatives, will be established post-consent in consultation with key stakeholders, including Historic England				•					Written Scheme of Inverstigation (Offshore) DML 1 & 2 - Condition 22 DML 3 & 4 - Condition 20 DML 5 - Condition 16	•	Marine Management Organisation East Riding of Yorkshire Council Historic England	Volume 8, Outline Written Scheme of Investigation (Offshore) (application ref: 8.22)
C021	Onshore	•		Roosting Bats	All affected trees will need be re-assessed for their suitability for roosting bats prior to construction start in line with the Outline Ecological Management Plan (application ref: 8.10) , as the potential roost features on trees are likely to change and new features can form overtime due to weather increments and natural processes, such as tree decay. Trees with bat roost potential will be subjected to further survey in accordance with best practice guidelines and, once completed, or roosting bat impact assessment can be finalised. Survey methods include, but are not limited to, endoscope inspections, aerial tree surveys (tree climbing or using mobile elevated working platforms (MEWPs)) by a bat licenced ecologist. Once trees have been assessed the combined impact on roosting, foraging, and commuting bats can be assessed				•					DRL 5 - Contaition 18	•	Relevant Planning Authority (in consultation with Natural England and Environment Agency, as appropriate)	Volume 8, Outline Ecological Management Plan (application ref: 8.10)
C022	Onshore	•		Vegetation clearance	All vegetation requiring removal will be undertaken outside of the bird breeding season. If this is not reasonably practicable, the area of vegetation requiring removal will be subject to a nesting bird survey by a suitably qualified Ecological Clerk of Works (ECoW). If nesting birds are present, the vegetation will not be removed until the young have fledged or the nest failed.				•					DCO Requirement 12	•	Relevant Planning Authority (in consultation with Natural England and Environment Agency, as appropriate)	Volume 8, Outline Ecological Management Plan (application ref: 8.10)
C023	Onshore	•		Ecological Management Plan	An Ecological Management Plan (EMP) will be developed in accordance with the Outline Ecological Management Plan (OEMP) (Volume 8, application ref: 8.10) . The OEMP includes but is not limited to pre-construction, construction, and post-mitigation measures relating to habitats, hedgerows, birds, bats, badgers, otters, water voles, reptiles, GCN, and other protected or notable species where relevant. The EMP will include details of any long-term mitigation and management measures relevant to terrestrial ecology and ornithology and nature conservation. The EMP will be developed in consultation with the relevant stakeholders.				•					DCO Requirement 12	•	Relevant Planning Authority (in consultation with Natural England and Environment Agency, as appropriate)	Volume 8, Outline Ecological Management Plan (application ref: 8.10)
C024	Onshore	•		Crossing Method Statements	As referenced in the OCoCP (Volume 8, application ref: 8.9) the Contractor will be required to prepare a Crossing Method Statement Prior to Construction. This will set out construction operations to be undertaken (including construction methods and types of plant required) and the associated environmental and health and safety issues for certain crossings where an increased risk is identified. The method statements will include details of crossing techniques to be deployed at crossings, including sensitive environmental crossings (such as Main Rivers). These will be developed with the relevant asset owner or key stakeholder such as the Environment Agency, IDB or ERYC.				•	•				DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England and IDB as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C025	Onshore	•		Hedgerows	For an In-Isolation scenario, the maximum width for hedgerow removal is 15m for the Export Cable Corridor and 20m for the Onward Cable Route. For Concurrent and Sequential Scenarios the anticipated maximum width for hedgerow removal is up to 24m for the Onshore Export Cable Corridor and up to 34m for the Onward Cable Route to the Proposed Birkhill Wood Nationa Grid Substation. Where the crossing of a hedgerow can be limited to a Haul Road only, the maximum hedgerow removal width would be limited to 5m. Where hedgerows intersect with construction access points off of existing roads, an average of 25m (12.5m from the centre point) of hedgerow will be removed for access and visibility splays, where possible this would be limited to pruning rather than full removal of a hedge. Hedgerows that intersect with TCCs will be removed where it is not possible to protect the hedgerow during the construction works. All affected hedgerows within the Onshore Development Area will be replanted and restored post construction.				•					DCO Requirement 12	•	Relevant Planning Authority (in consultation with Natural England and Environment Agency, as appropriate)	Volume 8, Outline Ecological Management Plan (application ref: 8.10)
C026	onshore	•		Hydrogeological risk assessments	Ground investigations and a hydrogeological risk assessment meeting the requirements of the Environment Agency's approach to groundwater protection (Environment Agency, 2018) would be undertaken at each trenchless crossing location.				•	•				DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England and MMO as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C027	Onshore	•		Ecological Monitoring	Onshore ecological monitoring will be developed and agreed with stakeholders prior to construction, and are described in the OEMP (Volume 8, application ref: 8.10).				•					DCO Requirement 12	•	Relevant Planning Authority (in consultation with Natural England and Environment Agency, as appropriate)	Volume 8, Outline Ecological Management Plan (application ref: 8.10)
C028	Onshore	•		Cable Crossing beneath Ordinary Water courses	Ordinary watercourse crossings may be undertaken by open cut methods. In such cases, temporary measures will be employed to maintain flow of water along the watercourse. The crossing methodology for all water courses is set out in the Volume 7 , Appendix 5-2 Obstacle Crossing Register (application ref: 7.5.5.2) . Trenchless crossing methodologies (e.g. HDD) entry and exit points will be located at least 9m away from Internal Drainage Board (IDB) and Ordinary surface watercourses to ensure the ongoing maintenance of IDB drains.					•				DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England and IDB as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)

		Relevan Phase	t Project			ES Chapte	r where com	nmitment	has be	en made							Commitment Type		
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C029	Onshore	•		Pre-construction surveys	Prior to the commencement of construction activities, pre-construction surveys will be undertaken by the ECoW where necessary, in accordance with the OEMP (Volume 8, application ref: 8.10) and latest available species-specific guidance.						•					DCO Requirement 12	•	Relevant Planning Authority (in consultation with Natural England and Environment Agency, as appropriate)	Volume 8, Outline Ecological Management Plan (application ref: 8.10)
C030	Onshore	•		Designated sites	Statutory designated sites for nature conservation have been avoided wherever possible as part of the site selection and route planning process. In addition, the Applicants have committed to reinstating all LWS habitat after construction.						•					DCO Schedule 1	•	N/A	N/A
C031	Onshore	•		Routing	The route of the Onshore Export Cable Corridor has been determined as part of a detailed site selection process (Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)). The onshore export cable corridor has been designed to avoid sensitive landscape elements, such as woodland, buildings and trees, where the loss of such features would be detrimental to the character of the area.						•			•		DCO Schedule 1	•	N/A	Volume 2, Works Plans (Onshore) (application ref: 2.6)
C032	Onshore	•		Badgers	Where required, provision will be made for badger access in relevant construction areas, when work is not taking place in order to ensure normal movements as far as reasonably possible. Provision will be made to ensure avoiding the entrapment of any animals within relevant construction areas. Checks will be made prior the start of any works to ensure no animals are trapped and if any have fallen in. Appropriate checks will be made as required by the ECoW.						•					DCO Requirement 12	•	Relevant Planning Authority (in consultation with Natural England as appropriate)	Volume 8, Outline Ecological Management Plan (application ref: 8.10)
C033	Onshore	•		Contaminated land and groundwater scheme	A contaminated land and groundwater scheme will be prepared to identify any contamination. If areas of potential concern are identified during ground investigation, then a remediation strategy would be developed and agreed with the relevant bodies prior to the commencement of remedial works and construction activities. The ground investigation, risk assessment and remediation would follow guidance provided within the 2023 Environment Agency Land Contamination Risk Management Framework.							•••				DCO Requirement 29	•	Relevant Planning Authority, in consultation with Natural England, Environment Agency and MMO, as applicable.	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C034	Onshore	•		Agricultural land classification and soil Condition surveys	Agricultural Land Classification (ALC) surveys have been undertaken for the Substation Zone, where the Onshore Converter Stations would be located, the results are included in Appendix A, Outline Soil Management Plan (OSMP) of the OCOCP (Volume 8, application ref: 8.9). ALC surveys for the Onshore Export Cable Corridor and the Landfall Zone will be completed in Spring / Summer 2024 to inform the detailed Soil Management Plan (SMP) and reinstatement methodology following completion of the construction works A contractor (or appointed Agricultural Land Officer) will undertake soil Condition and intrusive soil survey trial pits to identify and describe the physical and nutrient characteristics of the existing soil profiles.							•	•			DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C035	onshore	•		Outline Drainage Strategy	An Outline Drainage Strategy (Volume 8, application ref: 8.12) is submitted with the DCO application, and includes the pre and post construction land drainage proposals.							•••	•			DCO Requirement 16	•	Relevant Planning Authority (in consultation with Lead Local Flood Authority and Environment Agency).	Volume 8, Outline Drainage Strategy (application ref: 8.12)
C036	Onshore	•		Construction Methodology and Reinstatement	In a Concurrent or Sequential construction scenario, the ducts for both Projects would be laid in the same phase of works i.e. the ducts for the second Project would be laid by the first. The areas of land between Jointing Bays would be reinstated within 2 years and returned to the landowner for agricultural use or the habitat restored. Cables would then be pulled through the ducts at Jointing Bay locations along the Onshore Export Cable Route, limiting physical disturbance to locations every 0.75 to 1.5km. Works to install the platform for the Onshore Converter Station(s) for the second Project within the Substation Zone and the ducting at the Landfall Zone would doe be undertaken in the same phase of works. On completion of construction, the Landfall Zone and Chable Corridor, including Temporary Construction Compounds, would be reinstated to its previous Condition (e.g. agricultural use) as far as reasonably practical. The only above-ground infrastructure that would remain would be manholes for link boxes.							• •	•	•		DCO Schedule 1	•	N/A	Volume 7, Chapter 5 Project Description (application ref 7.5)
C037	Onshore	•		Groundwater and ground gas monitoring	Onshore monitoring requirements, where required are described further in this chapter and would be further developed and agreed with stakeholders prior to construction taking account of the final detailed design of the Projects (see OCoCP (Volume 8, application ref: 8.9)).							•				DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C038	Onshore	•		Piling Risk Assessment	The OCoCP (Volume 8, application ref: 8.9) states that a piling risk assessment will be undertaken if piles are to be used for the construction of Onshore Converter Station(s) to keep in line with the Environment Agency's Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention (Environment Agency, 2001).							•••				DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England and MMO as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C039	Onshore	•		Storage of Chemicals	The OPPP, Appendix D of the OCoCP (Volume 8, application ref: 8.9), will include specific measures relevant to the storage of fuels, oils, lubricants, waste water and other chemicals during the works.							•				DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C040	Onshore	•		Cable routing	The route of the Onshore Export Cable Corridor has been determined as part of a detailed site selection process (see Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)). The route of the Onshore Export Cable Corridor has been designed to avoid potential sources of contamination (e.g. landfills) and built environment receptors (e.g. residential and commercial properties) where possible.							•				DCO Schedule 1	•	N/A	Volume 2, Works Plans (Onshore) (application ref: 2.6)
C041	Onshore	•		Piling Risk Assessment	A piling risk assessment would be undertaken if piles are to be used for the construction of Onshore Converter Station(s), in line with the Environment Agency's Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention (Environment Agency, 2001).							•				DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England and MMO as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C042	Onshore	•		Foul Water Drainage	An Outline Drainage Strategy (Volume 8, application ref: 8.12) including detail on foul water drainage is submitted with the DCO application.							•				DCO Requirement 16	•	Relevant Planning Authority (in consultation with Lead Local Flood Authority and Environment Agency).	Volume 8, Outline Drainage Strategy (application ref: 8.12)
C043	Onshore	•		Emergency Response, flood Evacuation and Pollution Control Plan	The Flood Evacuation and Pollution Control Plan will be developed as part of the final CoCP, and would set out details of the emergency procedures in cases of spillages or leaks during construction. This will also include the Flood Evacuation measures, for those areas of works located in Flood Zone 2 and 3.							•				DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England and MMO as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C044	onshore	•		Works Located in Flood Zone 2 and 3	The Surface Water Management Plan and Soil Management Plan prepared prior to construction and included in the OCoCP (Volume 8, application ref: 8.9) will include measures for locations where soil storage in Flood Zones 2 and 3 is unavoidable. Where soil storage in Flood Zones 2 and 3 is unavoidable, spoil storage areas will be located such that they do not block o divert existing surface water flow paths. Topsoil and subsoil will be stored in separate stockpiles in line with DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites PB13298, or the latest relevant available guidance. Once the stockpile has been completed the area would be cordoned off with secure fencing to prevent any disturbanc or contamination by other construction activities. If the soil is to be stockpiled for more than six months, the surface of the stockpiles should be seeded with a grass/clover mix or covered to minimise soil erosion.							•				DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C045	Onshore	•		Flood Defence Monitoring	Where the cable is crossing defences this will likely require monitoring to ensure there is no detrimental impact to defences (i.e. no settlement occurs as a result of trenchless techniques). This is to ensure that the standard of protection of defences is maintained and would be agreed with the Environment Agency prior to construction.							•				DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C046	Onshore	•		Outline Public Rights of Way Management Plan	An Outline Public Rights of Way Management Plan, is included in Appendix C of the OCoCP (Volume 8, application ref: 8.9), and outlines the temporary management measures to be employed during the construction phases of the Projects.								•	•		DCO Requirement 24	•	Relevant Planning Authority	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C047	Onshore	•		Site selection	The Projects have undergone an extensive site selection process which has involved incorporating environmental considerations in collaboration with the engineering design requirements. Land take has been minimised where possible, reducing sterile land parcels and aligning with field boundaries.								•			DCO Schedule 1	•	N/A	Volume 2, Works Plans (Onshore) (application ref: 2.6)

		Relevant Proje Phase	ct		ES Cha	pter wh	here comn	nitment has been made			Commitm Type	nent		
Ref.	Onshore / Offshore / Overarching	Pre-Construction Construction Operation and Maintenance	Commitment Title	Commitment Detoil	4: Site Selection and 5: Project Description	6: EIA Methodology 7: Consultation	8: Marine Physical Processes 9: Benthic and Intertidal Ecology	1. Ctr Han and Shellinsh 1. Ctr Han and Shellinsh 1. Shipping and Novigation 1. Thermathial Ecology and 1. Terrestrial Ecology and	19: Geology and Land Quality 20: Flood Risk and Hydrology 21: Land Use 22: Onstarer Archateology and 22: Onstarer Archateology and 22: Landscape and Visual 24: Traffic and Transport 25: Noise	2 6: Air Quality 27: Human Heelth 23: Human Heelth 23: Collor fism and Recreation 30: Collimate Change 30: Collimate Change 30: Collimate Change 30: Collimate Change 31: Change 32: Change 33: Change 34: Change 34: Change 35: Change 36: Change 37: Change 37: Change 38: Change 38: Change 38: Change 39: Change 39: Change 39: Change 39: Change 39: Change 39: Change 39: Change 39: Change 30: Change	Embedded Mitigation Additional Mitigation	Monitoring Compensation	Decision Maker / Relevant Authority	Relevant Application Document(s)
C048	Onshore	•	Mitigation by avoidance	A total of 18 areas were highlighted as areas of possible high archaeological significance from the Phase 1 geophysical surveys. These fed into route refinement and micro-siting of the Onshore Export Cable Corridor with a total of nine areas being totally or partially avoided within the final Onshore Development Area.					•	DCO Schedule 1	•		N/A	Volume 2, Works Plans (Onshore) (application ref: 2.6) Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)
C049	Onshore	•	Outline Onshore Written Scheme of Investigation (WSI) for onshore archaeology	An Outline Onshore WSI (Volume 8, application ref: 8.14) for onshore archaeology is submitted alongside the ES to accompany the DCO application. This document outlines the strategy to undertake additional programmes of survey and evaluation post-consent and will include a range of likely mitigation options and responses to be utilised under various scenarios.					•	DCO Requirement 18	•		Relevant Planning Authority	Volume 8, Outline Onshore Written Scheme of Inverstigation (application ref: 8.14)
C050	Onshore	•	Sequential build efficiencies	For the Sequential build of DBS East and DBS West, the cable ducts for both Projects will be laid as part of the first project to help reduce impacts associated with temporary change to the setting of designated and non-designated heritage assets along the Onshore Export Cable Corridor.					•	DCO Schedule 1	•		N/A	Volume 7, Chapter 5 Project Description (application ref 7.5)
C051	Onshore	•	Application of mitigation through preservation by record.	Further advance and enacting of preservation in situ options and requirements (e.g. avoidance/micro-siting/HDD etc., where possible). Application of mitigation through preservation by record, which could include: • Archaeological excavation: including subsequent post-excavation assessment, and analysis, publication and archiving; • Archaeological monitoring/watching brief: including subsequent post-excavation assessment, and analysis, publication and archiving; • Archaeological monitoring/watching brief: including subsequent post-excavation assessment, and analysis, publication and archiving (where appropriate); and • Earthwork Condition surveys: including subsequent reporting and archiving (followed by backfilling and reinstatement, where required on a case-by-case basis).					•	DCO Requirement 18	•		Relevant Planning Authority	Volume 8, Outline Onshore Written Scheme of Inverstigation (application ref: 8.14)
C052	Onshore	•	Archeological Monitoring	Monitoring requirements for onshore archaeology and cultural heritage, described in the Outline Onshore WSI (Volume 8, application ref: 8.14), will be further developed and agreed with stakeholders prior to construction and taking account of the final detailed design of the Projects.					•	DCO Requirement 18		•	Relevant Planning Authority	Volume 8, Outline Onshore Written Scheme of Inverstigation (application ref: 8.14)
C053	Onshore	•	Management of changes to the setting of designated heritage assets - Onshore Converter Station design	The Onshore Convertor Station(s) will be designed to reduce the overall height and massing of associated structures and other elements as far as possible. Landscape proposals will include measures for the enhancement of the landscape during the operational phase of the onshore substation. This will include landscape screening of the onshore substation such as hedgerow and woodland planting.					•	DCO Requirement 9 / 10	•		Relevant Planning Authority	Volume 8, Design and Access Statement (application ref: 8.8)
C054	Onshore	•	Pre-Construction Surveys	The Projects will include a programme of Geoarchaeological / Palaeoenvironmental surveys to inform any mitigation requirements.					•	DCO Requirement 18	•		Relevant Planning Authority	Volume 8, Outline Onshore Written Scheme of Inverstigation (application ref: 8.14)
C055	Onshore	•	Mitigation by site selection	The site selection process has included consideration of all designated heritage assets and has avoided any direct physical impacts upon designated heritage assets as part of the site selection process. The site selection process has also sought to avoid all direct physical impacts on non-designated and potential heritage assets, where possible, using the datasets available at the time of assessment. Where this has not been possible, site selection has been done to minimise direct impacts on known non-designated and potential heritage assets.					•	DCO Schedule 1	•		N/A	Volume 2, Works Plans (Onshore) (application ref: 2.6) Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)
C056	Onshore	•	Construction Methodology	The Onshore Export Cable would be completely buried underground for its entire length, with the exception of 205 manhole covers along the route measuring 2.5x4m each. Likewise, the installation of Offshore Export Cables at landfall would be undertaken by trenchless methods.					•	DCO Schedule 1	•		N/A	Volume 7, Chapter 5 Project Description (application ref 7.5)
C057	Onshore	•	Site selection	The Onshore Substation Zone has been selected from a number of alternatives, with landscape and visual considerations being key factors in the selection process.					•	DCO Schedule 1	•		N/A	Volume 2, Works Plans (Onshore) (application ref: 2.6)
C058	Onshore	•	Driver Delay (Capacity) - Sensitive Junctions (1- 13)	The OCTMP (Volume 8, application reference 8.13) includes a commitment to submitting further assessment of traffic flows through sensitive junctions in advance of construction to inform an agreement whether further mitigation may be required. This approach was agreed with National Highways and Hull City Council, noting that there is significant traffic reassignment through the junctions currently and that there would be greater certainty regarding a number of the Projects' traffic variables, such as the origin of supply chain and employees. Any mitigation measures would be agreed with National Highways and Hull City Council to ensure that residual effects are not significant. Mitigation measures would be applied on a hierarchical basis with travel planning measures (e.g. use of minibuses or staggering shift times) being preferred to engineering measures (e.g. junction improvements).	1				•	DCO Requirement 14	•		Relevant Highway Authorities (and National Highways / Hull City Council (if appropriate)).	Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)
C059	Onshore	•	Site selection	The Projects have undergone extensive site selection processes, incorporating environmental considerations in collaboration with the engineering design requirements. This included key principles and (but are not limited to) adhering to the the Horlock Rules for the Onshore Converter Stations and associated infrastructure.						DCO Schedule 1	•		N/A	Volume 2, Works Plans (Onshore) (application ref: 2.6) Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)
C060	Onshore	•	Crossing Public Rights of Way (PROW)	The Projects commit to only short-term temporary closures with short diversions lasting up to two months for the majority of crossings. Following completion of works, the footpaths will be restored to their original Condition (or improved) before reopening to the public. An Outline Public Rights of Way Management Plan (see Appendix C (Volume 8, application ref: 8.9)), submitted as part of the DCO application, outlines the health and safety requirements associated with the interactions of PRoW during construction, as well as the PRoW management methodologies that will be implemented.						DCO Requirement 24	•		Relevant Planning Authority	Outline PROW Management Plar Appendix C of Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C061	Onshore	•	EMF Risk Avoidance	The Projects will adopt and implement the International Commission on Non-ionizing Radiation Protection (ICNIRP) guidelines (ICNIRP, 1998) and Government voluntary Code of Practice on EMF public exposure (Department for Energy and Climate Change, 2012) in engineering considerations of cable specification and routing to avoid exceeding EMF health protection standards.						DCO Schedule 1	•		N/A	N/A
C062	Onshore	•	Cable routing	The route of the Onshore Export Cable Corridor has been determined as part of a detailed site selection process (see Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)). The route of the Onshore Export Cable Corridor has been designed to avoid potential sources of contamination (e.g. landfills) where possible. The Onshore Export Cable Corridor has been designed to avoid sensitive landscape elements, such as woodland, buildings and trees, where the loss of such features would be detrimental to the character of the area.						DCO Schedule 1	•		N/A	Volume 2, Works Plans (Onshore) (application ref: 2.6) Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)
C063	Onshore	•	Site selection	Selecting a single site for the Onshore Converter Stations to avoid some of the most sensitive tourism and recreation receptors. This ensures any tourism and recreation effects are localised in a single area. Site selection has meant the construction of the Projects would not obstruct view of Beverley Minster, a key tourism asset, in views from the A1079.						DCO Schedule 1	•		N/A	Volume 2, Works Plans (Onshore) (application ref: 2.6)
C064	Offshore	•••	Use of scour protection	Where necessary, foundations will include scour protection which will minimise the amount of scour and sediment released/transported due to scour. H94			•			Scour Protection Plan Cable Statement DML 1 & 2 - Condition 15 DML 3 & 4 - ondition 13	•		Marine Management Organisation	Volume 8, Outline Scour Protection Plan (application ref: 8.27) Volume 8, Cable Statement (application ref: 8.20)
C065	Onshore	••	Reptiles	A competent person will undertake a search of all working areas identified as being suitable for reptiles. Any reptiles found within the working area will be relocated into suitable adjacent habitat. Habitat manipulation will be undertaken in order to discourage reptiles from the working area(s) with vegetation clearance cut in two stages under ECoW watching brief before each cutting stage.				•		DCO Requirement 12	•		Relevant Planning Authority (in consultation with Natural England as appropriate)	Volume 8, Outline Ecological Management Plan (application ref: 8.10)

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		Releva Phase	ant Project			ES Chapter where commitment has been made				Comm Type	itment		
Ref.	Onshore / Offshore / Overarching	Pre-Construction Construction	Construction Operation and Maintenance Decommissioning	Commitment Title	Commitment Detail	 4 : Site Selection and 5: Project Description 5: Project Description 7: Consultation 8: Marine Physical Processes 9: Benthic and Intertidal Ecology 10: Fish and Shellfish 11: Marine Mammals 12: Offhsore On Hubology 13: Commercio Fisheries 14: Offhsore and Radar 15: Other Marine Users 14: Offsore and Radar 15: Other Marine Users 17: Offishore and Hydrology 20: Fload Risk and Hydrology 21: Lond Use 22: Onshore Archaeology and 23: Lond Scope and Visual 23: Lond Scope and Visual 23: Lond Scope and Visual 23: Londscope and Visual 	25: Noise 26: Air Quality 27: Human Health	Socio-Economics 29: Tourism and Recreation 30: Climate Change	How is Commitment Secured /	Embedded Mitigation	Monitoring Commencerion	Decision Maker / Relevant Authority	Relevant Application Document(s)
C066	Onshore	•	•	Outline Landscape Management Plan (OLMP)	A Landscape Management Plan (LMP) will be developed in accordance with the Outline Landscape Management Plan (Volume 8, application ref: 8.11). The Landscape Management Plan will include details of mitigation planting at the Onshore Converter Station site, including the location, number, species and details of management and aftercare maintenance of new planting. Where practical, landscape mitigation planting will be established as early as reasonably practicable in the construction phase.				DCO Requirement 10	•		Relevant Planning Authority	Volume 8, Outline Landscape Management Plan (application ref: 8.11)
C067	Onshore	•	•	Cable crossings beneath Main Rivers	All Main Rivers will be crossed using trenchless techniques such as HDD to avoid direct interaction with these watercourses. The crossing methodology will be agreed with the Environment Agency prior to construction. Trenchless crossing methodologies entry and exit points will be located at least 20m from Environment Agency surface water courses or the landward toe of the Environment Agency surface watercourse's flood defences and would be installed at a depth to minimise potential interaction with current, or any planned, infrastructure (e.g., sheet piles), at least 2m below the channel bed.	•••		•	DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England, and IDB as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C068	Onshore	•	•	Material Management Plan	A Materials Management Plan (MMP) would be drafted in advance of any construction works, this would include chemical screening criteria in order to ensure that imported and / or reused materials are chemically suitable for use. If materials identified as containing asbestos are identified, then a specialist contractor should be employed to aid in its removal from site, in line with current legislation.	•			DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C069	Onshore	•	•	Mineral Infrastructure Impact Assessment (MIIA)	A Mineral Infrastructure Impact Assessment (MIIA) may be required to identify and discuss the potential impacts associated with the construction of the Projects on mineral infrastructure already present. This would be undertaken in consultation with East Riding of Yorkshire Council. As with the MRA, this would be undertaken post consent and prior to the commencement of construction works.	•			DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C070	Onshore	•	•	Minerals Resources Assessment	A Mineral Resource Assessment (MRA) would be undertaken (if required) post consent, and prior to the commencement of construction works, to provide an indication of the likely quality and extent of the mineral resource, the commercial viability of extraction and environmental impact.	•			DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C071	Onshore	•	•	Outline Soil Management Plan (OSMP)	An Outline Soil Management Plan (OSMP) is included in the OCoCP, Appendix A (Volume 8, application ref: 8.9) and outlines the mitigation measures and best practice techniques, which contractors would be obliged to comply with.	•••			DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C072	Onshore	•	•	Outline Pollution Prevention Plan (OPPP)	The requirement for a Pollution Prevention Plan (PPP) is included within the OCoCP (Volume 8, application ref: 8.9), an OPPP is included in Appendix D of the OCoCP. This plan would also incorporate the Environment Agency best practice guidelines for pollution prevention.	••			DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England and MMO as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C073	Onshore	•	•	Project Dimensions	All parameters for the Projects, such as Onshore Converter Station(s) dimensions and working widths, are the smallest that can reasonably be defined at the time of commencing the ES impact assessment.	•	•		DCO Schedule 1	•		N/A	Volume 7, Chapter 5 Project Description (application ref 7.5)
C074	Onshore	•	•	Surface runoff and groundwater flows	The management of surface water at the onshore substations is described in the Outline Drainage Strategy (Volume 8, application ref: 8.13) .	•			DCO Requirement 16	•		Relevant Planning Authority (in consultation with Lead Local Flood Authority and Environment Agency).	Volume 8, Outline Drainage Strategy (application ref: 8.12).
C075	Onshore	•	•	Monitoring	Monitoring will be required to ensure the success of landscape restoration and mitigation planting proposals. The detail of proposed monitoring will be set out in Volume 8, Outline Landscape Management Plan (application ref: 8.11).	•			DCO Requirement 10		•	Relevant Planning Authority	Volume 8, Outline Landscape Management Plan (application ref: 8.11)
C076	Onshore	•	•	Outline Landscape and Management Plan (OLMP)	The Outline Landscape Management Plan (Volume 8, application ref: 8.11) would form the basis of a Landscape Management Plan, to be developed post-consent. This sets out committed mitigation that has been identified as a result of the assessment at the Onshore Converter Stations, in the form of woodland and hedge planting to help screen or filter views and integrate the proposal into the landscape. It also sets out how planting would be established and maintained. As detailed in Requirement 10 of the draft DCO (application ref: 8.11). LMPs may be developed for different phases of the onshore works and would be approved by the ERYC as the relevant planning authority.	•			DCO Requirement 10	•		Relevant Planning Authority	Volume 8, Outline Landscape Management Plan (application ref: 8.11)
C077	Onshore	•	•	Best practice dust management mitigation measures	The Project will commit to the implementation of best practice dust mitigation measures as per the Outline Code of Construction Practice (OCoCP) (Volume 8, application ref: 8.9).		••		DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C078	Onshore	• •	•	Construction Traffic Management Plan (CTMP)	An Outline Construction Traffic Management Plan (OCTMP) (Volume 8, application ref: 8.13) is presented as part of the DCO Application. The OCTMP contain details of measures to control, monitor and enforce HGV movements and would provide details of the mechanisms for managing design of accesses and offsite highway works. Prior to the commencement of construction, a Traffic Management Co-ordinator (TMCO) would be appointed with responsibilities to include: • Acting as a point of contact for the local community; • Sharing information with emergency and healthcare services, e.g. dates of any road closures, abnormal load movements, etc. The OCTMP also includes 'Travel Plan' measures to manage the number of single occupancy car trips.		•		DCO Requirement 14	•		Relevant Highway Authorities (and National Highways / Hull City Council (if appropriate)).	Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)
C079	Onshore	•	•	Construction noise measures (human health)	Prior to the commencement of construction, noise management measures will be detailed in a Code of Construction Practice (CoCP) detailing site-specific best practicable means (BPM) noise control measures to be adopted throughout construction.		•		DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C080	Onshore	•	•	Crossing Private Access Tracks	To avoid disruption to transport users whilst the Projects' Onshore Export Cables are installed under private access tracks, temporary road diversions would be established. This would be via agreed diversion routes, via existing private tracks or a temporary access track within the DCO order limits. Further details are detailed in the Outline Code of Construction Practice (OCoCP) (application ref: 8.9) submitted as part of the DCO application.		•		DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C081	Onshore	•	•	Trenchless Crossing Techniques (e.g. HDD)	To avoid disruption to transport users whilst the Projects' Onshore Export Cables are installed under road and rail infrastructure, trenchless crossing techniques will be used at the following locations: • The railway line between Hull and Bridlington (to the north of Beverley); • All A and B roads (for the B1230 the option of trenching is retained); • Dunnington Lane; and • The following local roads: Cliff Road, Dunnington Lane; Meaux Lane; Eske Lane; and Newbald Road.		•		DCO Requirement 14	•		Relevant Highway Authorities (and National Highways / Hull City Council (if appropriate)).	Volume 8, Outline Construction Traffic Management Plan (application ref: 8,13)
C082	Onshore	•	•	EMF: Information Sharing	The sharing with communities, particularly those in south Beverley near the Onshore Converter Stations, of non-technical summary information about EMF regulatory standards, the actual negligible EMF risks of the Projects. This information sharing to reduce uncertainty and support a shared understanding could be via a website and/or posted leaflets. Information relevant to HVDC would be included.		•		DCO Requirement 19	•	·	Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C083	Offshore	•	•	Monitoring	If the Projects trenchless technique exit pits are located within the intertidal area, pre- and post- construction monitoring of beach profile change would be carried out to confirm beach profile recovery and support predictions regarding impacts to the Holderness cliffs. This is detailed within Volume 8, IPMP (application ref. 8.23)				DML 3 & 4 - Conditions 18 & 20		•	Marine Management Organisation	Volume 8, In Principle Monitoring Plan (application ref: 8.23)
C084	Offshore	•	•	Trenchless Landfall	Any transferses and the use of the latent of the applications of the inflation of the Projects Any transferses landfall exits the located and main many of SOm seaward from the toe of the cliff line. If sediment begins to accumulate in the pits, it will be excavated and returned to the beach where it can be transported alongshore to the south, as per the prevailing sediment transport regime.				DML 3 & 4 - Condition 13	• •		Marine Management Organisation	N/A
C085	Offshore		•	Sediment Backfilling	Any backfilled sediment will be returned in the order it was removed to avoid creating areas of seabed with differing resistance.				DML 3 & 4 - Condition 13	•		Marine Management Organisation	N/A

		Relevant Proje	ect		ES Chapter w	here commitment has been made			Comm	itment		
Ref.	Onshore / Offshore / Overarching	Pre-Construction Construction Operation and Maintenance	Commitment Title	Commitment Detoil	4: Site Selection and 5: Project Description 6: EIA Methodology 7. Committering	8: Marine Bhysical Processes 9: Benthic and Intertidal Ecology 10: Fish and Shelfish 11: Marine Mammals 12: Offheare Ornithology 13: Commercial Fisheries 14: Shipping and Novigation 15: Aviction and Radar 15: Aviction and Radar 16: Other Marine Users 11: Offshore Archaeology and 19: Ferestrial Ecology and 19: Ferestrial Ecology and 20: Fiood Risk and Hydrology 20: Icand Use 21: Land Use 22: Land Use 22: Land Use 23: Land Use 23: Land Use 23: Land Scape and Visual 23: Human Health 26: Ar Ouality 26: Ar Ouality 27: Human Health	29: Tourism and Recreation 30: Climate Change	How is Commitment Secured / Implemented?	Embedded Mitigation	Monitoring	Decision Maker / Relevant Authority	Relevant Application Document(s)
C086	Offshore	•	Cable Protection	Any Offshore Export Cables associated with the Projects will be buried within the intertidal zone at landfall, and 350m seaward of MLWS. No surface cable protection will be used within these areas. Cable protection will be limited to 10% of the cumulative length of all cables laid between 350m seaward of MLWS and the 10m depth contour as measured against the lowest astronomical tide before the commencement of construction.		••		DML 3 & 4 - Condition 3	•		Marine Management Organisation	N/A
C087	Offshore	•	Piling foundation types	For piled foundation types, such as monopiles and jackets with pin piles, pile-driving will be used in preference to drilling where it is practicable to do so (i.e. where ground Conditions allow). This would minimise the quantity of sub-surface sediment released into the water column from the installation process.		•		DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	•		Marine Management Organisation	N/A
C088	Offshore	•	Jack Up Vessels	Jack-up vessels will not be used within the area of the 1km Construction Buffer Zone which overlaps with the Holderness Inshore MCZ or the Smithic Bank sandbank without agreement of MMO in consultation with Natural England.		••		DML 3 & 4 - Condition 13	•		Marine Management Organisation	N/A
C089	Offshore	•	Route selection and micrositing	Route selection and micro-siting of the cables will be used to avoid areas of seabed that pose a significant challenge to their installation where practiceable, including for example areas of sand waves and megaripples. This will minimise the requirement for seabed preparation (levelling) and the associated seabed disturbance.		•		DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	•		Marine Management Organisation	N/A
C090	Offshore	•	Cable Burial	The Applicants are committed to burying offshore export cables to 0.5-1.5m (depending on cable location) where practicable (subject to a cable burial risk assessment (see Volume 8, Cable Statement (application ref: 8.20)).		••		Cable Statement DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	•		Marine Management Organisation Maritime and Coastguard Agency Trinity House UKHO	Volume 8, Cable Statement (application ref: 8.20)
C091	Offshore	•	Pre-construction surveys and micro-siting	As secured through the DMLs in Volume 3, Draft DCO (application ref: 3.1) , pre-construction surveys will be undertaken to determine the presence of potential Annex I / UK BAP Priority Habitats within the proposed wind turbine locations or the Offshore Export Cable Corridor. The pre-construction survey methodology would be agreed with the MMO in consultation with Natural England. The survey design would be based on best practice at the time and is anticipated to consist of a mixture of geophysical, drop-down video (DDV) and grab surveys (as applicable) to ensure a comprehensive ground-truthing of the proposed final wind turbine locations and cable route design. Initial geophysical surveys will be reviewed with DDV ground truthing surveys to confirm presence as appropriate. This shall then be used to inform detailed loyout design in the design plan and will inform the mitigation scheme requirements. If potentially sensitive benthic features are identified, the results of the survey will be discussed at that time with the MMO and Natural England to agree whether the features constitute Annex I / UK BAP Priority Habitat features and whether they are required to be avoided through micro-siting. No benthic sampling is proposed for the section of the Offshore Export Cable Corridor that lies outside the Dogger Bank SAC.		•		DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	•		Marine Management Organisation	Volume 8, In Principle Monitoring Plan (application ref: 8.23)
C092	Offshore	•	Minimise use of scour and external cable protection	Following industry best-practice the Applicants will seek to minimise the use of scour protection and external cable protection for any stretches of unburied cables and cable crossings. This is presented in two Cable Burial Risk Assessments and secured in Cable Protection Plans, produced in line with the detail outlined in Volume 8 , Cable Statement (application ref: 8.20) that has been submitted with the DCO application, and which will be updated in accordance with Conditions attached to the Deemed Marine Licences (DMLs) in Volume 3 , Draft DCO (application ref: 3.1) . In addition, the Applicants will seek to minimise the use of foundation scour protection. This is presented in Volume 8 , Outline Scour Protection Plan (application ref: 8.27) that has been submitted with the DCO application, and which will be updated in accordance with Conditions attached to the DMLs in Volume 3 , Draft DCO (application ref: 3.1) .		••		Scour Protection Plan Cable Statement DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	•		Marine Management Organisation	Volume 8, Outline Scour Protection Plan (application ref: 8.27) Volume 8, Cable Statement (application ref: 8.20)
C093	Offshore	•	Underwater noise	No piling activity within the Offshore Export Cable Corridor between the months of August and October to mitigate for disturbance to the Banks population of Atlantic herring via impulsive underwater noise impacts unless otherwise agreed with the relevant stakeholders.		•		DML 3 & 4 - Condition 24	•		Marine Management Organisation	Volume 8, Outline Project Environmental Management
C094	Offshore	•	Concurrent piling	There will be no concurrent monopile installation for the ESP in the Offshore Export Cable Corridor with the Project Array Areas concurrently.		••		DML 3 & 4 - Condition 24	•		Marine Management Organisation	N/A
C095	Offshore	•	Soft-start and ramp-up for piling activities	Each piling event would commence with a soft-start at a lower hammer energy followed by a gradual ramp-up for at least 20 minutes to the maximum hammer energy required (the maximum hammer energy is only likely to be required at a few of the piling installation locations).		•		Marine Mammal Mitigation Protocol for Piling DML 1 & 2 - Conditions 15 & 20-22 DML 3 & 4 - Condition 13 & 18-20	•		Marine Management Organisation	Volume 8, Outline Marine Mammal Mitigation Protocol (application ref: 8.25)
C096	Offshore	•	JNCC Guidelines	Mitigation will be required for the following activities, and will use the relevant JNCC guidelines as standard (the relevant guidelines are noted below): - UXO clearance o Following the JNCC guidelines for minimising the risk of injury to marine mammals from using explosives (JNCC 2010a) - Piling o Following the Statutory nature conservation agency protocol for minimising the risk of injury to marine mammals from piling noise (JNCC 2010b)		•		DML 1 & 2 - Conditions 15 & 20-22 DML 3 & 4 - Condition 13 & 18-20	•		Marine Management Organisation	Volume 8, Outline Marine Mammal Mitigation Protocol (application ref: 8.25)
C097	Offshore	•	Seasonal restrictions for Marine Mammals	There will be no piling activity within the Offshore Export Cable Corridor during the winter season (October to March inclusive) to ensure that no potential significant disturbance occurs within the Southern Northern Sea Special Area of Conservation.		•		DML 3 & 4 - Condition 24	•		Marine Management Organisation	Volume 8, In Principle Site Integrity Plan for the Southern North Sea Special Area of Conservation (application ref: 8.26)
C098	Onshore	•	Drilling Fluid Breakout Management Plan	A Drilling Fluid Breakout Management Plan will be agreed with the Environment Agency prior to commencement of construction activities.		• •		DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England and MMO as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C099	Onshore	•	Ponds	All ponds identified during the route planning and site selection process have been avoided where possible.		•		DCO Requirement 12	•		Relevant Planning Authority (in consultation with Natural England and Environment Agency, as appropriate)	Volume 8, Outline Ecological Management Plan (application ref: 8.10)
C100	Onshore	•	Construction Lighting	Construction site lighting will only operate when required and will be positioned and directed to avoid unnecessary illumination to residential properties, sensitive ecological receptors, footpath users, and minimise glare to users of adjoining public highways. Construction site lighting will be designed in accordance with latest relevant available guidance and legislation and the details of the location, height, design and luminance of lighting to be used will be detailed within the final Code of Construction Practice Practice.		•		DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C101	Onshore		Outline Code of Construction Practice (OCoCP)	The OCoCP (Volume 8, application ref: 8.9) outlines the control measures and standards that will be implemented to control the impacts on the environment.			•	DCO Requirement 19	•		Relevant Planning Authority (in consultation with Environment Agency, Natural England and MMO as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)

		Rele Pha	evant Pro ase	oject		ES Chap	ter wher	re commi	itment h	as been	made								Commitment Type		
Ref.	Onshore / Offshore / Overarching	Pre-Construction	Construction Operation and Maintenance	Commitment Title	Commitment Detail	4: Site Selection and 5: Project Description	9: EIA Methodology 7: Consultation 8. Marina Dhurical Decorrect	8: Marine Physical Processes 9: Benthic and Intertidal Ecology 10: Fish and Shellfish	11: Marine Mammals 12: Offhsore Ornithology	13: Commercial Fisheries14: Shipping and Navigation	 Aviation and Radar Other Marine Users 	1 7: Offshore Archaeology and 18: Terrestrial Ecology and 19: Contour and Lond Ounline	20: Flood Risk and Hydrology 21: Land Use	22: Onshore Archaeology and23: Landscape and Visual	24:Traffic and Transport 25: Noise	26: Air Quality 27: Human Health	Socio-Economics 29: Tourism and Recreation 30: Climote Change	How is Commitment Secured / Implemented?	Embedded Mitigation Additional Mitigation Monitoring	Decision Maker / Relevant Authority	Relevant Application Document(s)
C102	Onshore		•	Outline Site Waste Management Plan (OSWMP)	Waste will be managed in line with the Outline Site Waste Management Plan (OSWMP) Appendix A of the OCoCP (Volume 8, application ref: 8.9). The OSWMP will be refined as part of the detailed CoCP(s) approved upon appointment of a Principal Contractor(s) and details measures for ensuring compliant and best practice management of waste on site during construction.							•						DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natura England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C103	Onshore		•	Temporary access across watercourses	Temporary bridges (e.g. Bailey bridges or similar) may be used as options to traverse watercourses where direct access is not readily available from both sides. Selection of cable crossing technique for all watercourses (including Internal Drainage Board (IDB) drains) will be dependent on local site Conditions and may include the use of temporary culverts. In line with Environment Agency consultation, where possible clear span crossings would be used at crossing points. If 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.								•					DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natura England, as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C104	Onshore		•	Haul road	A temporary haul road would be used to provide safe access for construction vehicles along the Onshore Export Cable Corridor, thus reducing the requirement for vehicles to travel via the public highway. The Applicants have committed to sharing a Haul Road and construction accesses for both Projects in order to minimise physical disturbance.								•		•		•	DCO Schedule 1	•	N/A	Volume 2, Works Plans (Onshore) (application ref: 2.6)
C105	Onshore		•	Land Owner Consultation	In order to reduce conflicts, appropriate planning and timings of works would be discussed with landowners and occupiers.								•					DCO Requirement 19	•	N/A	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C106	Onshore		•	Agreements	Private agreements (or compensation in line with the compulsory purchase completion code) will be sought with relevant landowners / occupiers.								•					DCO Schedule 7	•	N/A	N/A
C107	Onshore		•	Farm Access	Wherever practicable, access to severed land for farm vehicles would be maintained subject to individual agreements with landowners and occupiers. Where necessary, crossing points would be agreed pre-construction.								•					DCO Requirement 19	•	Relevant Planning Authority (in consultation with landowner)	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C108	Onshore		•	of designated heritag	Traffic management and movement of construction traffic and machinery will be temporary and localised, and managed through the CTMP.									•				DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)
C109	Onshore		•	Design and Access Statement	The Design and Access Statement (Volume 8, application ref: 8.8) sets out the design principles that would be applied to the detail design of the Projects. This would ensure that a sense of place is considered and integrated throughout the design process and adverse environmental effects are mitigated where possible whilst respecting Landscape Character.									•			•	DCO Requirement 9	•	Relevant Planning Authority	Volume 8, Design and Access Statement (application ref: 8.8)
C110	Onshore		•	Hedgerows and tree reinstatement	The Onshore Export Cable Corridor has been designed to minimise loss of hedgerows by utilising existing gaps in hedgerows, where possible. The Onshore Export Cable Corridor design included reducing the width of the cable route corridor at hedgerow crossings to the minimum amount required to enable construction of trenche and the haul road. The width of hedgerow crossings for the worst case scenario would be 24M for the Onshore Export Cable Corridor and 34m for the Onward Cable Connection to the Proposed Birkhill Wood National Grid Substation, as described in Volume 7 , Chapter 5 Project Description (application ref: 7.5) . Likewise, the Onshore Export Cable Corridor has been designed to avoid trees and woodland as for as practicably possible and would use trenchless crossings to minimise effects on existing areas of woodland. The Projects are committed to replacement of all trees or hedges that are lost. New trees cannot be planted directly over the cables, however, would be replaced in locations informed by future arboricultural surveys. Replacement would take place as soon as is practicable after installation of the cables. Trees and hedges which are removed would be replaced with more diverse and locally native species composition than those removed. Where appropriate, the replacement works would seek to deliver landscape and / or biodiversity enhancements. Retaineer trees and other vegetation would be protected during the works in accordance with British Standard BS 5837:2012, as set out in the OLMP (Volume 8, application ref: 8.11) .									•				DCO Requirement 10	•	Relevant Planning Authority	Volume 8, Outline Landscape Management Plan (application ref: 8.11)
C111	Onshore		•	Jillywood Farm acces	Access to the onshore cable export corridor via access AC17 (West) would use the same junction from the A165 as Jillywood Farm (shown in Volume 7, Figure 24-2 (application ref: 7.24.1)). The existing access is identified to be wide enough to allow two LVs to pass slowly but would not be wide enough to allow two HGVs to pass. The link also forms part of a PRoW and bridleway To accommodate the Projects' traffic, the road and junction with the A164 would be widened and users of the PRoW and bridleway would be segregated from construction traffic. Alternatively, an escort vehicle could be used to guide HGVs along the link and hold back conflicting traffic, including pedestrians.										•			DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction I Traffic Management Plan (application ref: 8.13)
C112	Onshore		•	Strategy for Access	An access strategy has been developed that seeks to reduce the impact of HGV traffic upon the most sensitive communities and to minimise travelling via narrow roads. The access strategy would be facilitated by: • The construction of a temporary haul road haul road along the onshore export cable route; • The creation of vehicle crossovers; and • Controls on vehicle routing.										•	•		DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)
C113	Onshore		•	Construction Traffic Management Plan (CTMP)	An Outline Construction Traffic Management Plan (OCTMP) (Volume 8, application ref: 8.13)) has been submitted alongside the DCO application. The OCTMP contains details of measures to control, monitor and enforce HGV movements and provides details of the mechanisms for managing design of accesses and offsite highway works. The OCTMP (Volume 8, application ref: 8.13) also includes 'Travel Plan' measures to manage the number of single occupancy car trips.										•			DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)
C114	Onshore		•	Traffic monitoring	The OCTMP (Volume 8, application ref: 8.13) provides details of the proposed approach to monitoring of traffic movements associated with the construction of the Projects.										•			DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)
C115	Onshore		•	Trenchless crossing technology e.g. horizontal directional drilling (HDD)	To avoid disruption to transport users whils the Projects' Onshare Export Cables are installed under road and rail infrastructure, by a trenchless crossing technology will be used at the following locations and shown on Volume 7, Figure 24-3 (application ref: 7.24.1) : The railway line between Hull and Bridlington (to the north of Beverley); All A and B roads; and The following local roads: Cliff Road, Dunnington Lane; Meaux Lane; Eske Lane; and Newbald Road.										•			DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction I Traffic Management Plan (application ref: 8.13)
C116	Onshore		•	Onshore cable export corridor, accesses AC10, AC12 and AC1 vehicle routeing strategy	4, To avoid HGV construction traffic being routed from the north, vehicles accessing these accesses would travel via the A1035 and travel from the south.										•			DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)
C117	Onshore		•	Onshore Converter Station(s) access vehi routeing strategy	To avoid HGV construction traffic using narrow roads within the local road network and impacting upon sensitive communities, access to the onshore converter station(s) would be served directly from the A1079.										•			DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction I Traffic Management Plan (application ref: 8.13)
C118	Onshore		•	Unshore cable export corridor, accesses AC AC7, AC8, AC9, AC1 AC13 vehicle routeing strategy	5. To avoid HGV construction traffic using narrow roads within the local road network, these accesses will be served directly from main A-roads, namely the A164, A165, A1035, A1079 and A1174.										•			DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)
C119	Onshore		•	Landfall AC1 vehicle routeing strategy	To avoid the necessity for HGVs to travel through Atwick and Hornsea on the B1242 towards the landfall access, HGVs would be routed via the B1242 and B1249 from the main A165.										•			DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)
C120	Onshore		•	Onshore cable export corridor, AC2, AC3 ar AC4 vehicle routeing strategy	d To avoid the necessity for HGVs to travel via Hornsea and Atwick towards these accesses, HGVs would be routed from the main A165 east towards the accesses.										•			DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction I Traffic Management Plan (application ref: 8.13)
C121	Onshore		•	Vehicle Crossover	To avoid vehicle access via sensitive locations, no direct access would be provided to the Onshore Export Cable Corridor, and vehicles would only be permitted to cross the highway. The proposed access strategy is described in detail within the TA (Volume 7, Appendix 24-2 (application ref: 7.24.24.2)) and shown on Volume 7, Figure 24-2 (application ref: 7.24.1).										•			DCO Requirement 14	•	Relevant Highway Authorities (and National Highways / Hul City Council (if appropriate)).	Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)

		Relevant Project Phase			ES Chapter	where com	nitment ho	as been m	nade							Commitment Type		
Ref.	Onshore / Offshore / Overarching	Pre-Construction Construction Operation and Maintenance Decommissioning	Commitment Title	Commitment Detail	4: Site Selection and 5: Project Description 6: EIA Methodology	7: Consultation 8: Marine Physical Processes 9: Benthic and Intertidal Ecology	10: Fish and Shellfish 11: Marine Mammals 12: Offhsore Ornithology	13: Commercial Fisheries 14: Shipping and Navigation	 Aviation and Radar Other Marine Users Offshore Archaeology and 	18: Terrestrial Ecology and19: Geology and Land Quality	20: Flood Risk and Hydrology 21: Land Use	23: Landscape and Visual 24:Traffic and Transport	25: Noise 26: Air Quality 27: Human Health	Socio-Economics 29: Tourism and Recreation 30: Climate Change 30: Climate Change	Commitment Secured / ented?	Embedded Mitigation Additional Mitigation Monitoring	Decision Maker / Relevant I Authority I System G O O	Relevant Application Document(s)
C122	Onshore	•	Park Lane Crossing	To minimise disruption to transport users whilst the Projects' Onshore Export Cables are installed under Park Lane, access would be maintained via either the use of trenchless crossing technology e.g. HDD or temporary road diversions/road widening within the DCO Order Limits.								•		DCO Re	quirement 14	•	Relevant Highway Authorities (and National Highways / Hull City Council (if appropriate)). (Volume 8, Outline Construction Traffic Management Plan application ref: 8.13)
C123	Onshore	•	Traffic - Amenity impacts - Links 5, 6, 14 16, 17, 53, 76	To mitigate potentially significant amenity effects along links 5, 6, 14, 16, 17, 53 and 76 the OCTMP (application reference: 8.13) contains a commitment to manage HGV trips along these In links to levels where significant effects would not occur. The OCTMP also includes additional controls to restrict HGV trips via links 5 and 6 during school start and finish times.								•		DCO Re	quirement 14	•	Relevant Highway Authorities (and National Highways / Hull City Council (if appropriate)). (Volume 8, Outline Construction Traffic Management Plan application ref: 8.13)
C124	Onshore	•	Driver Delay - Road Closures (Catfoss Road	To mitigate potentially significant driver delay effects along Catfoss Road the OCTMP (application reference: 8.13) contains a commitment to either use of trenchless crossing technology e.e. 1) HDD or alternatively to temporarily widen the road to allow shuttle working.								•		DCO Re	quirement 14	•	Relevant Highway Authorities (and National Highways / Hull City Council (if appropriate)). (Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)
C125	Onshore	•	Driver Delay (Links 7, 8, 11, 58, 73)	To mitigate potentially significant driver delay effects the OCTMP (application reference: 8.13) contains a commitment to: Link 7: Extension of existing passing places or the use of an escort vehicle. Link 8: New passing places or the use of an escort vehicle. Link 11: Localised road widening or the use of an escort vehicle. Link 58: Road widening or the use of an escort vehicle. Link 73: New / widening of passing places or the use of an escort vehicle.								•		DCO Re	quirement 14	•	Relevant Highway Authorities (and National Highways / Hull City Council (if appropriate)). (Volume 8, Outline Construction Traffic Management Plan application ref: 8.1.3)
C126	Onshore	•	Driver Delay	To mitigate potentially significant driver delay effects through junctions 14 to 17 the OCTMP (Volume 8, application reference: 8.13) contains a commitment to manage employee trips through these junctions during the network peak hours.								•		DCO Re	quirement 14	•	Relevant Highway Authorities (and National Highways / Hull City Council (if appropriate)). (Volume 8, Outline Construction Traffic Management Plan application ref: 8.13)
C127	Onshore	•	Road Safety - Link 17	To mitigate potentially significant road safety effects along Link 17 the OCTMP (Volume 8, application reference: 8.13) contains a commitment to reduce HGV trips along this link.								•		DCO Re	quirement 14	•	Relevant Highway Authorities (and National Highways / Hull City Council (if appropriate)). (Volume 8, Outline Construction Traffic Management Plan application ref: 8.13)
C128	Onshore	•	Road Safety - Link 76	To mitigate patentially significant road safety effects along Link 76 the OCTMP (Volume 8, application reference: 8.13) contains a commitment to reduce HGV trips along this link. The OCTMP also includes additional commitments to enhanced driver inductions.								•		DCO Re	quirement 14	•	Relevant Highway Authorities (and National Highways / Hull City Council (if appropriate)). (Volume 8, Outline Construction Traffic Management Plan application ref: 8.13)
C129	Onshore	•	Construction road traffic noise	An Outline Construction Traffic Management Plan (OCTMP) (Volume 8, application ref: 8.1.3) is submitted with the DCO application. The plan outlines methods to manage peak construction traffic flows and minimise significant traffic and transport impacts. The CTMP will also serve to reduce the associated construction traffic noise and the relative noise change.									•	DCO Re	quirement 14	•	Relevant Highway Authorities (and National Highways / Hull City Council (if appropriate)). (Volume 8, Outline Construction Traffic Management Plan (application ref: 8.13)
C130	Onshore	•	Construction Noise Monitoring	Construction noise and vibration will be monitored in line with the CoCP, which will outline the noise and vibration monitoring measures for the construction phase, as well as procedures for dealing with complaints and managing potential exceedances of relevant noise and vibration criteria. H156									•	DCO Re	quirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice application ref: 8.9)
C131	Onshore	•	Noise screening	Further screening of noise: Localised screening around specific equipment is included within the numerical noise predictions used in this assessment. Where practicable, further screening in the form of noise barriers at the site boundary or in proximity to the affected properties will be used (e.g. between the HDD works area at crossing ID-00003 and R3).									•	DCO Sc	hedule 1	•	N/A I	N/A
C132	Onshore	•	Acoustic enclosures for stationary plant and noise barriers at trenchless crossing locations	Localised screening will be employed, where required and practicable, via acoustic enclosures for stationary plant and noise barriers around works area for mobile plant, as secured through the OCoCP (Volume 8, application ref: 8.9). The effect of localised screening has been included in the construction noise predictions.									•	DCO Re	quirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice application ref: 8.9)
C133 C134	Onshore	•	Outline Code of Construction Proctice (OCoCP) Noise - Programming c works	Prior to the commencement of construction, noise management measures will be detailed in a Code of Construction Practice (CoCP) detailing site-including specific best practicable means (BPM) noise control measures to be adopted throughout construction. An Outline CoCP (OCoCP) (Volume 8, application ref: 8.9) is submitted with the DCO application. Mitigation measures have been identified and adhered to, including, but not limited to:									•	DCO Re	quirement 19 hedule 1	•	Relevant Planning Authority (in consultation with Environment Agency, Natural (England and MMO as applicable).	Volume 8, Outline Code of Construction Proctice application ref: 8.9) N/A
			WORS	reduced. The following mitigation measures specific to NRMM will be outlined within the Project's Outline Code of Construction Practice (OcoCP) (Volume 8, application ref: 8.9) which will be														
C135	Onshore		NRMM mitigation measures	available as part of the statutory consultation and will be secured within the final CoCP submitted post-consent. NRMM and plant should be well maintained. If any emissions of dark smoke occur, then the relevant machinery should cease operation immediately, and any problem rectified. In addition, the following controls should apply to NRMM: • All NRMM should use fuel equivalent to ultralow sulphur diesel (fuel meeting the specification within EN590:2004) where practicable; • All NRMM should comply with the appropriate NRMM regulations; • All NRMM would be fitted with Diesel Particulate Filters (DPF) conforming to defined and demonstrated filtration efficiency (load/duty cycle permitting); • The ongoing conformity of plant retrofitted with DPF, to a defined performance standard, should be ensured through a programme of onsite checks; and • Fuel conservation measures should be implemented, including instructions to (1) throttle down or switch off file construction equipment; (i) switch off the engines of trucks while they are waiting to access the site and while they are being loaded or unloaded and (iii) ensure equipment is properly maintained to ensure efficient fuel consumption. Consideration would also be given to the siting of NRMM within the working area. Where practicable, locating generators and plant at the greatest distance from receptors will reduce the potential for air quality effects.									•	DCO Re	quirement 19		Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice application ref: 8.9)
C136	Onshore	•	Management of new and or historic contamination	An Outline Code of Construction Practice (OCoCP) (Volume 8, application ref: 8.9) is submitted as part of the DCO application, will be developed into a Code of Construction Practice which will be adhered throughout construction. The CoCP will be regularly reviewed and updated post consent, prior to and during the construction period. The CoCP will be informed by the findings of pre-construction site investigation and will include an assessment of the potential risks to human health and controlled waters receptors from the Projects. Based on that risk assessment appropriate working methods would be developed to avoid, minimise or mitigate impacts relating to construction. The risk mitigation strategies incorporated into the OCoCP (Volume 8, application ref: 8.9) include: Appropriate Personal Protective Equipment (PPE); Provision of welfors facilities; Monitoring of works including air quality and adour; and Implementation of relevant good working practices applied including stockpile management and dust suppression activities to reduce the risk relating to the creation and inhalation of wind blown dusts. In addition, a plan for dealing with unexpected contamination will be developed as part of the CoCP. This plan would also incorporate the Environment Agency best practice guidelines for pollution prevention.									•	DCO Re	quirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England, as applicable).	Volume 8, Outline Code of Construction Practice application ref: 8,9)

		Relevant Proje	ect		ES Chapter where commitment has been made						Commitment		
Ref.	Onshore / Offshore / Overarching	Pree-Construction Construction Construction Operation and Maintenance	Commitment Title	Commitment Detoil	4 : Site Salection and 5: Project Description 6: EL Methodology 7: Consultation 8: Marine Physical Processes 9: Benthic and Intertidal Ecology 10: Fish and Shell fish 11: Marine Manmals 12: Offhaore Annuals 12: Aviation and Navigation 13: Aviation and Radar 14: Shipping and Navigation 15: Aviation and Radar 16: Other Marine Users 17: Offshore Archaeology and	 Terrestrial Ecology and Geology and Land Quality Flood Risk and Hydrology 	21: Land Use 22: Onshore Archaeology and 23: Landscape and Visual	24: Traffic and Transport 25: Noise 26: Air Quality	27: Human Health Socio-Economics 29: Tourism and Recreation	How is Commitment Secured / Implemented?	Embedded Mitigation Additional Mitigation Monitoring Commencerition	Decision Maker / Relevant Authority	Relevant Application Document(s)
C137	Onshore	•	Offshore platform	Any proposed offshore platform (including those in the offshore export cable route and in the more distant Array Areas) will be over 52km from the landfall point, and over 37km from the closest location on land (Flamborough Head). It will therefore not have likely significant effects on onshore receptors.					•	DCO Schedule 1	•	N/A	Volume 7, Chapter 4 Site Selection and Assessment of Alternatives (application ref: 7.4)
C138	Overarching	•	Workforce management measures	Workforce management measures including appropriate communicable disease prevention measures to safeguard the project workforce and the public in line with Government guidance of the day, including in relation to vessel crews, and commitment to appropriate occupational health services is detailed in the Volume 8, Outline PEMP (application ref: 8.21) and the Volume 8, Outline Code of Construction Practice (application ref: 8.9) .					•	Project Environmental Management Plan DCO Requirement 19 DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	•	Marine Management Organisation	Volume 8, Outline Code of Construction Practice (application ref: 8.9) Volume 8, Outline Project Environmental Management Plan (application ref: 8.21)
C139	Onshore	•	Trenchless Crossings -	Adopting trenchless crossing techniques (e.g. Horizontal Directional Drilling (HDD)) at landfall to allow continued beach access while works take place.						DCO Schedule 1	•	N/A	Volume 2, Works Plans
C140	Onshore	•	Outline Landscape and Management Plan (OLMP)	The Outline Landscape Management Plan (Volume 8, application ref: 8.11) would form the basis of a Landscape Management Plan, to be developed post-consent. It is anticipated that this would set out details of mitigation planting, including number, location, species, and details of management and maintenance of planting. This involves mitigation in the form of woodland and hedge planting to screen or filter views of the Onshore Convertor Stations. This measure mitigates against any indirect effects on tourism and recreation assets.					•	DCO Requirement 10	•	Relevant Planning Authority	Volume 8, Outline Landscape Management Plan (application ref: 8.11)
C141 C143	Onshore	•	Trenchless Crossings	To avoid disruption to transport users the Projects' Onshore Export Cables would be installed under road and rail infrastructure, by a trenchless crossing technology e.g. HDD . Monitoring of vessel traffic will be undertaken for the duration of the construction phase and during the first three years of the operation and maintenance phase. This would be secured through carrying out vessel traffic monitoring in accordance with the Outline Vessel Traffic Monitoring Plan (application ref: 8.30) .	•				•	DCO Schedule 1 Marine Traffic Monitoring Plan DML 1 & 2 - Conditions 19 & 20 DML 3 & 4 - Conditions 21 & 22 DML 5 - Conditions 15 & 16	•	N/A Maritime and Coastguard Agency Trinity House UK Hydrographic Office	Volume 2, Works Plans (Onshore) (application ref: 2.6) Volume 8, Outline Vessel Traffic Monitoring Plan (application ref: 8.30)
C142	Offshore	•	Sediment Removal	Any sediment removed from within the Dogger Bank Special Area of Conservation during construction of the authorised scheme must be disposed of within that part of the Dogger Bank Special Area of Conservation which falls within the Order limits						DML 1 & 2 - Condition DML 3 & 4 - Condition 13 DML 5 - Condition 11	•	Marine Management Organisation	Volume 8, Report to Inform Appropriate Assessment Habitat Regulations Assessment Part 2 of 4 (application ref: 6.1)
C144	Offshore	• •	Guard Vessels	Where deemed appropriate by risk assessment, guard vessels would be used to ensure adherence with Safety Zones or advisory passing distances in line with the requirements of MGN654	•					DML 1 & 2 - Condition 15 & 18 DML 3 & 4 - ondition 13 & 16 DML 5 - Condition 11 & 12	•	Maritime and Coastguard Agency Trinity House UK Hydrographic Office	N/A
C145	Onshore	•••	Habitat loss	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.		•				DCO Requirement 12	•	Relevant Planning Authority (in consultation with Natural England and Environment Agency, as appropriate)	Volume 8, Outline Ecological Management Plan (application ref: 8.10)
C146	Onshore	••	Operational Lighting	Operational lighting at the Onshore Converter Stations would be designed in accordance with latest guidance and legislation. The details of the location, height, design and luminance of lighting to be used would be provided as part of detailed design for the Onshore Converter Stations. No permanent night-time lighting would be required. Security lighting will be installed as agreed in the written scheme for the management and mitigation of artificial light emissions during the operation.		•	•		•	DCO Requirement 22	•	Relevant Planning Authority	Volume 8, Design and Access Statement (application ref: 8.8)
C147	Onshore	••	Trees	Where possible trees within the Onshore Development Area will be retained. Trees identified to be retained will be fenced off and root protection zones established according to best practice and professional advice. Where this is not possible, any trees that require removal would be replanted in a suitable location within the Onshore Development Area, but not directly over the Onshore Export Cables. Further tree surveys across the whole Onshore Development Area are to be undertaken in early 2024 and an Arboricultural Impact Assessment will be undertaken prior to construction.		•				DCO Requirement 12	•	Relevant Planning Authority (in consultation with Natural England and Environment Agency, as appropriate)	Volume 8, Outline Ecological Management Plan (application ref: 8.10)
C148	Offshore	•	Mitigation in line with The Crown Estate's Round 4 Plan	Although not considered mitigation, the following commitments have been made by the Applicants in line with the conclusions of The Crown Estate's Round 4 Plan Level Habitats Regulations Assessment (HRA) (The Crown Estate, 2022): • The use of gravity base structures and suction caisson monopile foundations have been removed as foundation options within the boundary of the Dogger Bank SAC; and • A maximum 10% of cable length within the Dogger Bank SAC may use remedial protection measures.	•					DML 3 & 4 - Condition 3	•	Marine Management Organisation	N/A
C149	Onshore	•	Operation and Maintenance (O&M) Manual	Following the completion of construction works, details of the residual risks present within the Onshare Development Area identified during construction, will be handed to the Applicants by the Principal Contractor for inclusion in an operation and maintenance (05M) manual. Maintenance workers that are required to undertake ground excavations during the operation of the Projects would be provided with the information contained within the O&M manual regarding the nature of ground Conditions within each area so that they can develop site and task specific risk assessments and method statements with their recommendations being implemented. An Emergency Response Plan (ERP) (or similar) would be developed and recorded within an O&M manual, this would include standard mitigation measures for cable repair / maintenance works and at the Onshore Converter Station(s), including: all fuels, oils, lubricants, and other chemicals would be stored in an impermeable bund with at least 110% of stored capacity and the requirement for pill kits on site . An ERP would outline the mitigation measures to be undertaken in the event of an uncontrolled release of hazardous materials.		•				DCO Requirement 19	•	Relevant Planning Authority (in consultation with Environment Agency, Natural England and MMO as applicable).	Volume 8, Outline Code of Construction Practice (application ref: 8.9)
C150	Onshore	•	Management of changes to the setting of designated heritage assets - landscaping	A landscape scheme will be developed to secure the restoration and, where possible, enhancement of the landscape post-construction.			•			DCO Requirement 10	•	Relevant Planning Authority	Volume 8, Outline Landscape Management Plan (application ref: 8.11)
C151	Onshore		Operational Noise Monitoring	Requirement 21 of the Draft DCO (Volume 3, application ref: 3.1) would require a noise management plan for the control of noise during the operational phase of the Projects to be prepared and implemented. This would require an assessment of operational noise to be carried out, and a scheme for monitoring noise levels to be set out.				•		DCO Requirement 21	•	Relevant Planning Authority	Volume 7, Chapter 25 Noise (application ref: 7.25)
C152	Offshore	•	Monitoring	Post-construction monitoring may also be required to assess any changes to sediment cover across the Offshore Archaeology Study Area which may result in the exposure or burial of heritage assets, which may affect their long term preserva-tion (see Impact 3: Indirect impact to heritage assets from changes to physical processes). This requirement may be triggered should monitoring during the Projects lifetime show greater than anticipated changes in marine physical processes. The approach to post-construction monitoring is set out in Volume 8 , Outline WSI (Offshore) (application ref: 8.22) .	•					Written Scheme of Investigation (Offshore) DML 1 & 2 - Condition 22 DML 3 & 4 - Condition 20 DML 5 - Condition 16	•	Marine Management Organisation East Riding of Yorkshire Council Historic England	Volume 8, Outline Written Scheme of Investigation (Offshore) (application ref: 8.22)

Normality			Releva Phase	nt Project			ES Chapte	r where c	commitme	nt has been	n made	Commitme Type	nt		
No. 10.No. 10. <th< th=""><th>Ref.</th><th>Onshore / Offshore / Overarching</th><th>Pre-Construction Construction</th><th>Operation and Maintenance Decommissioning</th><th>Commitment Title</th><th>Commitment Detail</th><th>4: Site Selection and 5: Project Description 6: EIA Methodology</th><th>7: Consultation 8: Marine Physical Processes</th><th>9: Benthic and Intertidal Ecology 10: Fish and Shellfish 11: Marine Mammals</th><th>12: Offhsore Ornithology13: Commercial Fisheries14: Shipping and Navigation</th><th>15: Avirtition and Read are 15: Other Marine Users 11: Offishore Archoeology and 12: Geology and Land Quality 20: Flood Risk and Hydrology 21: Land Use 22: Land Use 23: Land Use 23: Landsore Archoeology and 23: Landsore Archoeology and 24: Tartific And Transport 25: Landsore Archoeology and 26: Context Charge Candore 26: Context Charge Candore 27: Landsore Archoeology and 28: Context Charge Candore 29: Context Charge Candore 20: Climete Char</th><th>Embedded Mitigation Additional Mitigation Monizoring</th><th>Decision M Authority</th><th>laker / Relevant</th><th>Relevant Application Document(s)</th></th<>	Ref.	Onshore / Offshore / Overarching	Pre-Construction Construction	Operation and Maintenance Decommissioning	Commitment Title	Commitment Detail	4: Site Selection and 5: Project Description 6: EIA Methodology	7: Consultation 8: Marine Physical Processes	9: Benthic and Intertidal Ecology 10: Fish and Shellfish 11: Marine Mammals	12: Offhsore Ornithology13: Commercial Fisheries14: Shipping and Navigation	15: Avirtition and Read are 15: Other Marine Users 11: Offishore Archoeology and 12: Geology and Land Quality 20: Flood Risk and Hydrology 21: Land Use 22: Land Use 23: Land Use 23: Landsore Archoeology and 23: Landsore Archoeology and 24: Tartific And Transport 25: Landsore Archoeology and 26: Context Charge Candore 26: Context Charge Candore 27: Landsore Archoeology and 28: Context Charge Candore 29: Context Charge Candore 20: Climete Char	Embedded Mitigation Additional Mitigation Monizoring	Decision M Authority	laker / Relevant	Relevant Application Document(s)
1 1	C153	Offshore		•	Decommissioning Plan	One or more offshore Decommissioning Programme(s) would be submited prior to commencement of the offshore works based on the relevant guidance and legislation.				•	Schedule 2 - Conditio	•7	Marine Ma Organisati	nagement on	N/A
Image: Market	C154	Onshore			Decommissioning plan	An Onshore Decommissioning Plan will be developed prior to decommissioning in a timely manner. The Onshore Decommissioning Plan will include provisions for the removal of all onshore above ground infrastructure and the decommissioning of below ground infrastructure and details relevant to flood risk, pollution prevention and avoidance of ground disturbance. The Onshore Decommissioning Plan will be drawn in line with the latest relevant available guidance and legislation.					DCO Requirement 27	•	Relevant P	lanning Authority	N/A
212 Rev • <td>C155</td> <td>Offshore</td> <td>•••</td> <td>•••</td> <td>Pollution Prevention Measures</td> <td>Due to the presence and movements of construction and operation and maintenance vessels/equipment there is the potential for spills and leaks which could result in changes to water quality. All vessels involved will be required to comply with the International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78. The production of one or more Project Environmental Management Plans (PEMPs) is a Condition of the five Deemed Marine Licences (DMLs). The final PEMP(s) would be in accordance with Volume 8, Outline PEMP (application ref: 8.21) and would detail all procedures and measures (in the form of a Marine Pollution Contingency Plan (MPCP)) to be followed during the different phases of the Projects to minimise the risk of, and effects in, the event of an accidental spill. The final PEMP will identify all potential sources and types of occidental pollution for the relevant project phase and set out the proposed mitigation measures and will be developed in consultation with key stakeholders for approval by the MMO. The individual Projects and phases may require separate final PEMP(s). In addition, separate PEMPs may also be produced for individual packages.</td> <td></td> <td>•</td> <td>•••</td> <td>•</td> <td>Project Environmenta Plan Marine Pollution Con DML 1 & 2 - Conditio DML 3 & 4 - Conditio DML 5 - Conditio</td> <td>Management ngency Plan 15 • 13</td> <td>Marine Ma Organisati</td> <td>nagement on</td> <td>Volume 8, Outline Project Environmental Management Plan (application ref: 8.21)</td>	C155	Offshore	•••	•••	Pollution Prevention Measures	Due to the presence and movements of construction and operation and maintenance vessels/equipment there is the potential for spills and leaks which could result in changes to water quality. All vessels involved will be required to comply with the International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78. The production of one or more Project Environmental Management Plans (PEMPs) is a Condition of the five Deemed Marine Licences (DMLs). The final PEMP(s) would be in accordance with Volume 8, Outline PEMP (application ref: 8.21) and would detail all procedures and measures (in the form of a Marine Pollution Contingency Plan (MPCP)) to be followed during the different phases of the Projects to minimise the risk of, and effects in, the event of an accidental spill. The final PEMP will identify all potential sources and types of occidental pollution for the relevant project phase and set out the proposed mitigation measures and will be developed in consultation with key stakeholders for approval by the MMO. The individual Projects and phases may require separate final PEMP(s). In addition, separate PEMPs may also be produced for individual packages.		•	•••	•	Project Environmenta Plan Marine Pollution Con DML 1 & 2 - Conditio DML 3 & 4 - Conditio DML 5 - Conditio	Management ngency Plan 15 • 13	Marine Ma Organisati	nagement on	Volume 8, Outline Project Environmental Management Plan (application ref: 8.21)
1 1 <td>C156</td> <td>Offshore</td> <td>• •</td> <td>•••</td> <td>Cable Burial Risk Assessment (CBRA)</td> <td>Final Cable Burial Risk Assessments and Cable Protection Plans will be produced in line with the detail provided in Volume 8, Cable Statement (application ref: 8.20) that has been submitted with the DCO application, and in accordance with Conditions attached to the DMLs in Volume 3, Draft DCO (application ref: 3.1).</td> <td></td> <td>•</td> <td>•</td> <td>••</td> <td>• DML 1 & 2 - Conditio DML 3 & 4 - Conditio DML 5 - Condition 1:</td> <td>15</td> <td>Marine Ma Organisati Maritime a Agency Trinity Hou UK Hydrog</td> <td>nagement on nd Coastguard se raphic Office</td> <td>Volume 8, Cable Statement (application ref: 8.20)</td>	C156	Offshore	• •	•••	Cable Burial Risk Assessment (CBRA)	Final Cable Burial Risk Assessments and Cable Protection Plans will be produced in line with the detail provided in Volume 8, Cable Statement (application ref: 8.20) that has been submitted with the DCO application, and in accordance with Conditions attached to the DMLs in Volume 3, Draft DCO (application ref: 3.1) .		•	•	••	• DML 1 & 2 - Conditio DML 3 & 4 - Conditio DML 5 - Condition 1:	15	Marine Ma Organisati Maritime a Agency Trinity Hou UK Hydrog	nagement on nd Coastguard se raphic Office	Volume 8, Cable Statement (application ref: 8.20)
Single state Part Part Sector Par	C157	Offshore	•••		Employ biosecurity measures	The risk of spreading INNS will be reduced by employing biosecurity measures in accordance with the following requirements: • International Convention for the Prevention of Pollution from Ships (MARPOL); • The Merchant Shipping (Control and Management of Ships' Ballast Water and Sediments) Regulations 2022); and • The Environmental Damage (Prevention and Remediation (England) Regulations 2015.			•		Project Environmente Plan Marine Pollution Con DML 1 & 2 - Conditio DML 3 & 4 - Conditio DML 5 - Conditio	Management ngency Plan 15 • 13	Marine Ma Organisati	nagement on	Volume 8, Outline Project Environmental Management Plan (application ref: 8.21)
111 1111 111 111	C158	Offshore	•••	• •	Safety Zones	One or more applications would be made to DESNZ for Safety Zones post consent including up to 500m around ongoing activities during construction, major maintenance, and decommissioning and up to 50m for installed structures pre commissioning. The application will be made in compliance with MGN654. This would to ensure navigational safety and minimise risk of snagging.			•	•	Safety Zone Stateme DML 1 & 2 - Conditio DML 3 & 4 - Conditio DML 5 - Conditio	t 18 16	Departmen Security ar	nt for Energy d Net Zero	Volume 8, Safety Zone Statement (application ref: 8,19)
R - R - R - R - R - R - R - R - R - R -	C159	Offshore	•••	•••	Best practice to reduce vessel disturbance and collision risk	Vessel movements, where possible, will follow set vessel routes and hence areas where marine mammals are accustomed to vessels, in order to reduce any increased collision risk. All vessel movements will be kept to the minimum number that is required. Additionally, vessel operators will use good practice to reduce any risk of collisions with marine mammals. Volume 8, Outline Project Environmental Management Plan (application ref: 8.21) is submitted as part of the DCO application to set out the details of the measures that will be taken in relation to collision risk, as required.			•		Project Environmente Plan DML 1 & 2 - Conditio DML 3 & 4 - Conditio DML 5 - Condition 1:	Management 15 • 13	Marine Ma Organisati	nagement on	Volume 8, Outline Project Environmental Management Plan (application ref: 8.21)
A B B B B B B B B B B B B B B B B B B B	C160	Offshore			Aids to Navigation Management Plan	One or more Aids To Navigation Management Plans (including marking and lighting) for the Projects would be agreed with the MMO following consultation with MCA, UKHO and Trinity House post-consent.					Aids to Navigation M DML 1 & 2 - Conditio DML 3 & 4 - Conditio DML 5 - Condition 6	nagement Plan 10 8	Maritime a Agency Trinity Hou UK Hydrog	nd Coastguard se raphic Office	N/A
Line Line Line Line Martime and Coostguard Martine and Coostguard Martine and Coostguard Martine and Coostguard Martine and Coostguard <	C161	Offshore		•	Fisheries Liaison	Ongoing liaison with the fishing industry through the Fisheries Liaison Officer (FLO) and adhere to good practice guidance with regards to fisheries liaison. Advance warning and accurate location details will be provided to fishing fleets of construction, maintenance and decommissioning activities, associated safety zones and advisory passing distances; communication will be via timely and efficient Notices to Mariners (NtMs) and Kingfisher Bulletins. This is to ensure that the fishing industry is fully informed in advance of any offshore activities. This will be committed to within Volume 8, Ouline Fisheries Liaison and Co-existence Plan(s) (application ref: 8.28) .				•	Fisheries Liaison and Plan DML 1 & 2 - Conditio DML 3 & 4 - Conditio DML 5 - Conditio	20-existence	Maritime a Agency Trinity Hou UK Hydrog	nd Coastguard se raphic Office	Volume 8, Outline Fisheries Liaison and Co-existence Plan (application ref: 8.28)
C163 D(fshore 1 1 1 1 1 1 1 1 1 1	C162	Offshore	•	•	Guard Vessels	Where appropriate, guard vessels will also be used to ensure navigational safety to mitigate impacts which pose a risk to surface navigation during construction and maintenance. This will be committed to within Volume 8, Fisheries Liaison and Coexistence Plan(s) (application ref: 8.28).				•	DML 1 & 2 - Conditio DML 3 & 4 - Conditio DML 5 - Conditio DML 5 - Conditio DML 5 - Conditio DML 1 & 2 - Conditio	15 13 • 10	Maritime a Agency Trinity Hou UKHO	na Coastguard	Volume 8, Outline Fisheries Liaison and Co-existence Plan (application ref: 8.28)
	C163	Offshore	•••	•	Charting of infrastructure	Aids to navigation (marking and lighting) will be deployed in accordance with the latest relevant available standard industry guidance. The United Kingdom Hydrographic Office (UKHO) will be notified of both the commencement, progress, and completion of offshore construction works, to allow marking of installed infrastructure on nautical charts.				•	DML 3 & 4 - Conditio DML 5 - Condition 6	8 •	UK Hydrog	raphic Office	N/A

			Delevent Drei										Commitment	-	
Ref.	Onshore Offshore Overarc	e / ≥ / hing	Pre-Construction Construction Operation and Maintenance	Commitment Title	Commitment Detail	4:Site Salection and 5: Project D schedulon 5: Froject D schedulon 7: Consultation 8: Marine Physical Processes 9: Benthic and Shellish 10: Fish and Shellish 11: Offfise Mammel 12: Offise Mammel 12: Offise Mammel 13: Commercial Ecology 14: Shipping and Navigation 15: Aviation and Radar 15: Aviation and Radar 15: Aviation and Radar 16: Aviation and Radar 17: Aviation and Radar 16: Aviation and Radar 17: Aviation and Radar 18: Aviation and Radar 19: Aviation and Radar 19: Aviation and Radar 19: Aviation and Radar 10: Aviation and Radar 11: Aviation and Radar 12: Aviation and Radar 13: Aviation and Radar 14: Aviation and Radar 15: Aviation and Radar 16: Aviation and Radar 17: Aviation and Radar 18: Aviation and Radar 19: Aviation and Radar 19: Aviation and Radar 10: Aviation and R	 17: Offshore Archaeology and 18: Terrestrial Ecology and 19: Geology and Land Quality 	20: Flood Misk and Hydrology 21: Land Use 22: Onshore Archaeology and 23: Landscape and Visual	24:Traffic and Transport 25: Noise 26: Air Ouality	27: Human Health Socio-Economics	29: Tourism and Recreation 30: Climate Change	How is Commitment Secured / Implemented?	Embedded Mitigation Additional Mitigation Monitoring Additional	Decision Maker / Relevant Authority	Relevant Application Document(s)
C164	Offshore	2		Lighting and marking	Lighting and marking of obstacles would be in accordance with the latest relevant industry guidance, as required by Trinity House, MCA, and Civil Aviation Authority (CAA). Final requirements will be detailed and agreed pre-construction in a Lighting and Marking Plan(s) produced as part of the Aids to Navigation Management Plan(s).							Aids to Navigation Management Plan DML 1 & 2 - Condition 10 DML 3 & 4 - Condition 8 DML 5 - Condition 6	•	Marine Management Organisation	N/A
C165	6 Offshore	2	••••	• Compliance with MGN 654	The Projects will ensure compliance with MGN 654 and its annexes, where applicable, including completion of a SAR checklist.	•••						DML 1 & 2 - Condition 18 DML 3 & 4 - Condition 16 DML 5 - Condition 12	•	Maritime and Coastguard Agency Trinity House UK Hydrographic Office	N/A
C166	6 Offshore	2	• • •	Promulgation of information	The Projects will ensure that local Notifications to Mariners are updated and reissued at weekly intervals during construction activities and at least five days before any planned operation or maintenance works. Advance warning and accurate location details of construction, maintenance and decommissioning operations (including details of vessel routes, timings and locations), associated safety zones and advisory passing distances will be given via Kingfisher Bulletins at least 14 days prior where possible.	nd				•		DML 1 & 2 - Condition 9 DML 3 & 4 -Condition 7 DML 5 - Condition 5	•	Maritime and Coastguard Agency Trinity House UKHO	N/A
C167	' Offshore	9	•••	Marine coordination fc • project vessels	Marine coordination would be implemented to manage project vessels throughout construction and maintenance periods, and will be detailed in one or more Emergency Response Cooperation Plans (ERCoPs) produced in compliance with MGN654.	••						Emergency Response Cooperation Plans DML 1 & 2 - Condition 18 DML 3 & 4 - Condition 16 DML 5 - Condition 12	•	Maritime and Coastguard Agency Trinity House UK Hydrographic Office	N/A
C168	3 Offshore	2	•••	• Archaeological • Watching Briefs	Archaeological watching briefs (monitoring) will be completed during groundworks or other site activities / interventions associated with the scheme in the terrestrial or inter-tidal zone, and or marine activities such as during offshore obstruction clearance (where considered appro-priate) and any exposed remains preserved by record.	/	•					Written Scheme of Investigation (Offshore) DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	••	Marine Management Organisation East Riding of Yorkshire Council Historic England	Volume 8, Outline Written Scheme of Investigation (Offshore) (application ref: 8.22)
C169	Offshore	2	•••	• Avoidance or further mitigation	Further assessment and investigation and additional mitigation to avoid, reduce or offset impacts to archaeological receptors.		•					Written Scheme of Investigation (Offshore) DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	•	Marine Management Organisation East Riding of Yorkshire Council Historic England	Volume 8, Outline Written Scheme of Investigation (Offshore) (application ref: 8.22)
C170) Offshore	9	•••	Fisheries liaison	Ongoing liaison with the fishing industry through the Fisheries Liaison Officer (FLO) will be maintained during construction, maintenance and decommissioning activities. The most recent available FLOWW best practice with regards to fisheries liaison will be adhered to in order to maintain effective communications between the Projects and the fishing industry. This will be committed to within the Volume 8, Ouline Fisheries Liaison and Co-existence Plan(s) (application ref: 8.28).					•		Fisheries Liaison and Co-existence Plan DML 1 & 2 - Condition 18	•	Maritime and Coastguard Agency Trinity House	Volume 8, Outline Fisheries Liaison and Co-existence Plan (application ref: 8.28)
C171	Onshore	1	•••	Skills and Employment	The Applicants have developed an Outline Skills and Employment Management Strategy (Volume 8, application ref: 8.5) submitted with the DCO application. The purpose of the Outlin Skills and Employment Strategy is to provide an outline strategy that can be developed further with the relevant key consultees into a Skills and Employment Strategy that will facilitate positive and meaningful commitments and activities in the Humber Region.					•		DCO Requirement 26	•	Relevant Planning Authority	Volume 8, Outline Skills and Employment Management Strategy (application ref: 8.5)
C172	2 Onshore	1	•••	 Supply Chain Plan (or replacement under Cfl regime) 	The Applicants will develop a Supply Chain Plan, or their replacement under the Contracts for Difference regime, to outline how the Applicants will work with the supply chain to boost opportunities for UK suppliers.					•		DCO Schedule 1	•	N/A	N/A
C173	Offshore	2	• • •	Climate change • resilience measures: regular inspections	Regular inspections and maintenance of offshore and onshore components of the Projects will be carried out over the Projects operational lifetime to identify and remediate any damage to ensure optimal working Conditions.	nd					•	Project Environmental Managment Plan DCO Schedule 1 DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 13	•	Marine Management Organisation	Volume 8, Outline Project Environmental Management Plan (application ref: 8.21)
C174	Offshore	2	• • •	Climate change resilience measures: offshore structures	The resilience of offshore structures against more challenging Conditions resulting from climate change is implicitly addressed in the limit state analyses for the Projects. These analyses, specifically the Ultimate Limit State analyses, consider extreme weather events, including those caused by climate change, such as heightened wave heights. The design of offshore structures an estimated sea level rise attributed to climate change, which is factored into the analyses. Furthermore, the mobility of the seabed at the offshore wind farm is considered throughout the design lifespan.	es					•	UML 5 - Condition 11 Project Environmental Management Plan DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	•	Marine Management Organisation	Volume 8, Outline Project Environmental Management Plan (application ref: 8.21)

		Relev	ant Project			ES Chapter who	e commitmen	t has been mar	le						Commitment		
Ref.	Onshore / Offshore / Overarching	Phase Construction	Construction Operation and Maintenance Decommissioning	Commitment Title	Commitment Detoil	4: Site Selection and 5: Project Description 6: EI A Methodology 7: Consultation Marine Uberconce	o. marine riyakar rivesasa 9. Benthic and Intertidal Ecology 10. Fish and Shellfish 11. Marine Mammals	12: Offhsore Ornithology 13: Commercial Fisheries 14: Shipping and Navigation 15: Aviation and Radar	16: Other Marine Users 17: Offshore Archaeology and 18: Terrestrial Ecology and	 Geology and Land Quality Flood Risk and Hydrology Land Use 	22: Onshore Archaeology and 23: Landscape and Visual 24:Traffic and Transport	25: Noise 26: Air Quality	27: Human Health Socio-Economics 29: Tourism and Recreation	How is Commitment Secured / Implemented?	Embedded Mitigation Additional Mitigation Monitoring Monitoring	Decision Maker / Relevant Authority	Relevant Application Document(s)
C175	Overarching	-		Climate change resilience measures	Climate change resilience measures which are secured into to the Projects' design include: • Based on standard industry practice and occupational health and sofety regulations and standards, construction management plans such as the Outine Project Environmental Management Plan (PEMP) Volume 8 , application ref: 8 .91 include provisions relating to risk assessments and health and sofety protocols which will be prepared prior to the commencement of the construction works as part of the final PEMP(s) and CoCP(s). • The management plans will be implemented to cover the construction, operation and maintenance, and decommissioning phases of the Projects. The management plans will account for exposure of site workers and construction plant to extreme weather events and ensure appropriate preparation and re-sponse measures are in place to minimise their impacts. These measures include, but are not limited to, the following: • Scheduling of on-site weather Conditions and severe weather events end ensure appropriate preparation and re-sponse measures are in place to minimise their impacts. These measures include, but are not limited to, the following: • A comprehensive flood warning and evacuation plan; • A comprehensive flood warning and evacuation plan; • Incorporating a severe weather protocol into construction management plans based on weather Conditions at the time of works such as additional rest breaks during heatwares, securing stored equipment and material during high wind events and specifying de-icing equipment during cold spells: • Mitigation against flooding due to climate change impacts are considered in the design of the onshore components, including drainage for the Onshore Converter Station. The construction of landfall will be completed using trenchless techniques to mitigate the risk of tidal and coastal flooding. In addition, at the Landfall Zone, the sitting of the Transition Joint Bays (TJBs) has taken into account coastal erosion rates and have been set back to account for coastal retreat;									Project Environmental Management Plan DCO Requirement 19 DML 1 & 2 - Condition 15 DML 3 & 4 - Condition 13 DML 5 - Condition 11	•	Marine Management Organisation	Volume 8, Outline Project Environmental Management Plan (applicaton ref: 8.21) Volume 8, Outline Code of Contruction Practice (application ref: 8.9)
C176	Overarching	•	• • •	Climate change resilience measures	Mitigation against floading due to climate change impacts are considered in the design of the onshore components, including drainage for the Onshore Converter Station, are detailed in the Outline Drainage Strategy (Volume 8, application ref: 8.12). The construction of landfall will be completed using trenchless techniques to mitigate the risk of tidal and coastal floading. In addition, at the Landfall Zone, the siting of the Transition Joint Bays (TJBs) has taken into account coastal erosion rates and have been set back to account for coastal retreat.									DCO Requirement 16	•	Relevant Planning Authority (in consultation with Lead Local Flood Authority and Environment Agency).	Volume 8, Outline Drainage Strategy (application ref: 8.12)
C177	Overarching	•	••••	Overarching GHG measures: Project Design	Project-level GHG mitigation is being incorporated into the design development process for the Projects wherever it is practicable to do so. At each stage of the design, steps will be taken to determine the climate change impact of the offshore wind farms, providing a better understanding of which measures will be effective in reducing it. Through this process the Projects will reduce GHG emissions associated with the offshore foundation structures, which will be optimised with the aim of minimising steel mass. The Applicants also seek to adopt recent advances technology where possible on the Projects, such as the use of recycled materials in wind turbines.	h								DCO Schedule 1	•	N/A	Volume 8, Design and Access Statement (application ref: 8.8)
C178	Overarching	•	• • •	Climate change resilience measures: Project design	Projects will be designed in accordance with the Applicants' technical requirements and specifications, which are based on industry-leading engineering codes and standards in the offshore wind sector. The design will prioritise resilience against hazards posed by existing extreme weather events and climate Conditions. Additionally, where relevant, the design will incorporate adaptations to address future impacts of climate change.									DCO Schedule 1	•	N/A	Volume 8, Design and Access Statement (application ref: 8.8)
C179	Overarching	•	• • •	Circularity Framework	The Applicants are committed to adopting a circularity framework which has three core circular principles, namely: • Reducing consumption & increasing inflow of circular materials; • Enhancing material (re)use and lifetime; and • Minimising end-of-life treatment.									DCO Schedule 1	•	N/A	Volume 8, Design and Access Statement (application ref: 8.8)
C180	Overarching	•	• • •	Overarching sustainability principles	The Applicants have integrated sustainability guidelines and continuously develop their approaches and processes to ensure a resource-conserving and future-oriented energy supply unde the Condition of economic efficiency.									DCO Schedule 1	•	N/A	Volume 8, Design and Access Statement (application ref: 8.8)
C181	Offshore	•	• • •	Vessel traffic	Potential impacts on red throated diver in the Greater Wash SPA during construction, operation and maintenance works will be mitigated through measures such as: • Selecting routes that avoid known aggregations of birds; • Restricting vessel movements to existing navigation routes (where the densities of red-throated divers are typically relatively low); • Maintaining direct transit routes (to minimise transit distances through areas used by red-throated diver); • Considering the potential for crew transfer vessels to travel in convoy en route to the wind form sites and seeking to do so where it is considered practicable; • Avoidance of over-revving of engines (to minimise noise disturbance); and • Briefing of vessel crew on the purpose and implications of these vessel management practices (through, for example, tool-box talks). These measures are set out in Volume 8, Outline Project Environmental Management Plan (application ref: 8.21).			•						Project Environmental Management Plan DML 1 & 2 - Conditions 15 & 21 DML 3 & 4 - Conditions 13 & 19 DML 5 - Conditions 11 & 15	•	Marine Management Organisation	Volume 8, Outline Project Environmental Management Plan (application ref: 8,21)

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