

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

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

Dogger Bank South Offshore Wind Farms

Environmental Statement

Volume 7

**Appendix 24-1 Traffic and Transport Consultation
Responses**

June 2024

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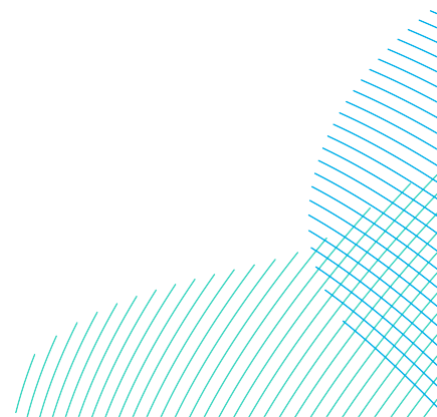
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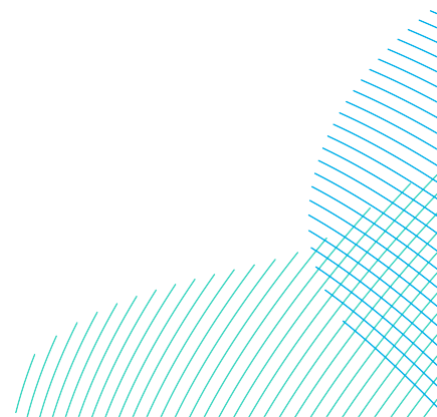
Glossary

Term	Definition
Dogger Bank South (DBS) Offshore Wind Farms	The collective name for the two Projects, DBS East and DBS West.
Evidence Plan Process (EPP)	A voluntary consultation process with specialist stakeholders to agree the approach, and information to support, the Environmental Impact Assessment (EIA) and Habitats Regulations Assessment (HRA) for certain topics.
Onshore Export Cable Corridor	This is the area which includes cable trenches, haul roads, spoil storage areas, and limits of deviation for micro-siting. For assessment purposes, the cable corridor does not include the Onshore Converter Stations, Transition Joint Bays or temporary access routes; but includes Temporary Construction Compounds (purely for the cable route).
Relevant Highway Authorities	The term relevant highway authorities for the Projects includes all highway authorities within the traffic and transport study area, namely, East Riding of Yorkshire Council, Hull City Council and National Highways.
The Applicants	The Applicants for the Projects are RWE Renewables UK Dogger Bank South (East) Limited and RWE Renewables UK Dogger Bank South (West) Limited. The Applicants are themselves jointly owned by the RWE Group of companies (51% stake) and Masdar (49% stake).
The Projects	DBS East and DBS West (collectively referred to as the Dogger Bank South Offshore Wind Farms).
Traffic and Transport Study Area (TTSA)	Area where potential impacts from the Projects could occur, as defined for the traffic and transport EIA topic.



Acronyms

Term	Definition
AIL	Abnormal Indivisible Load
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ETG	Expert Topic Group
GEART	Guidelines for the Environmental Assessment of Road Traffic
HGV	Heavy Goods Vehicle
OCTMP	Outline Construction Traffic Management Plan
PEIR	Preliminary Environmental Information Report
PTMP	Port Traffic Management Plan
TA	Transport Assessment
TTSA	Traffic and Transport Study Area



24.1 Consultation Responses

24.1.1 Introduction

1. This appendix covers those statutory consultation responses that have been received as a response to the Scoping Report (2022), the Preliminary Environmental Information Report (PEIR) (2023) and Expert Topic Group (ETG) meetings.
2. Responses from stakeholders and regard given by the Applicants have been captured in **Table 24-1-1**.

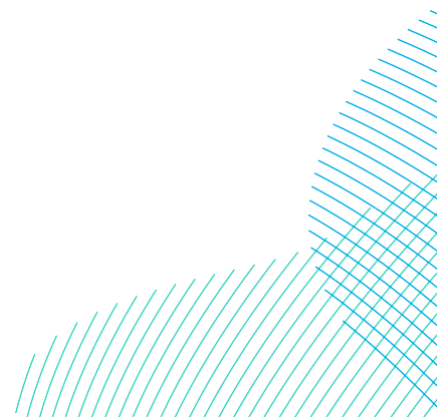
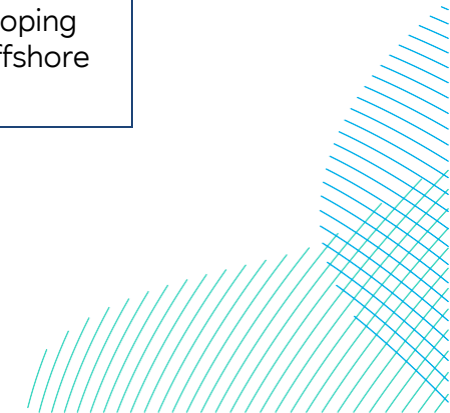
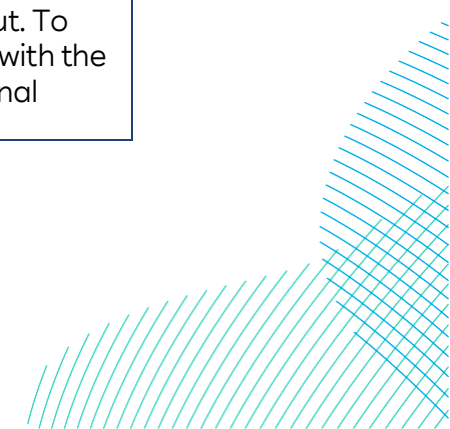


Table 24-1-1 Consultation Responses Related to **Volume 7 Chapter 24 Traffic and Transport (application ref: 7.24)**

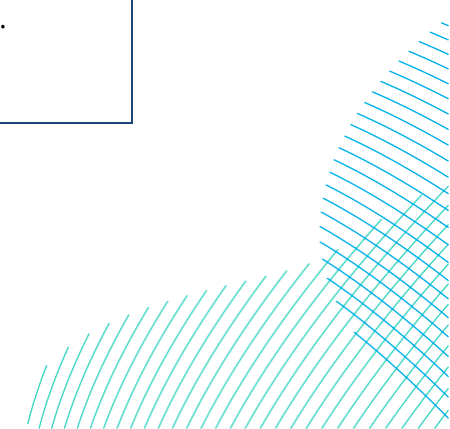
Comment	Project Response
National Highways - ETG Meeting 19/07/2021	
<p>An initial ETG meeting was held prior to the submission of the Scoping Report. At this stage, the onshore grid connection point was unknown and three sites were being considered (including Creyke Beck). The purpose of the meeting was to introduce the Projects and present the approach to:</p> <ul style="list-style-type: none"> • Data collection; • Derivation of construction traffic data; and • Impact assessment. <p>Agreements were reached with National Highways with regard to:</p> <ol style="list-style-type: none"> 1. Data collected post September 2021 would be considered to be representative of baseline conditions, i.e. no factors would need to be applied to account for Covid-19 impacts on traffic flows; 2. Neutral traffic flows should be used for the Strategic Road Network; 3. Approach to collecting the latest five years of collision data, i.e. inclusive of periods where Covid-19 may have impacted traffic flows; 	<ol style="list-style-type: none"> 1 – 3. Section 24.4.2 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the approach to data collection in compliance with National Highways’ direction. 4. Section 24.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) presents an assessment of the effects of the Projects upon severance, amenity, road safety and driver delay. Details of the approach to the assessment of abnormal loads is outlined within section 24.4.3.2.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24). 5. Table 24-2 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) provides details of the likely levels of operational traffic in support of the approach to scoping out operational traffic impacts. 6. The Applicants’ response to the Planning Inspectorate’s Scoping Comments within this Table 24-1-1 provides further clarification in relation to the rationale for scoping out onshore impacts associated with the Projects offshore construction and operation.



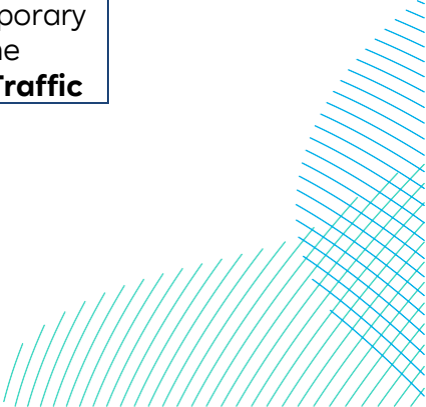
Comment	Project Response
<p>4. Impacts to be assessed (comprising severance, amenity, road safety, driver delay and abnormal loads);</p> <p>5. Scoping out the assessment of operational impacts;</p> <p>6. Scoping out onshore traffic and transport impacts associated with the Projects offshore construction, operation and decommissioning; and</p> <p>7. The DCO documents that would be required, including a separate Transport Assessment (TA) and Construction Traffic Management Plan (CTMP).</p>	<p>7. A TA is provided in association with Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) as Appendix 24-2 (application ref: 7.24.24.2). An Outline Construction Traffic Management Plan (OCTMP) is also provided in support of the DCO application (Volume 8, application ref: 8.13).</p>
<p>Hull City Council - Scoping Opinion 23/08/2022</p>	
<p>Hull City Council provided comments on the extents of the traffic and transport study area (TTSA), in particular noting that:</p> <p>The Traffic and Transport Study Area is truncated to exclude A1033 access to the eastern docks at the Port of Hull.</p>	<p>Following receipt of these scoping comments, the Applicants have engaged further with Hull City Council upon these matters at ETG meetings (21/11/2022 and 06/09/2023). During these meetings (detailed later within this Table 24-1-1) the following agreements were reached:</p> <ul style="list-style-type: none"> • the extents of the TTSA was agreed. • onshore effects of traffic and transport associated with offshore construction, operation and decommissioning activities can be scoped out. To ensure that any potential effects associated with the Projects' offshore construction and operational
<p>If the onshore impacts of offshore construction traffic is to be scoped out, commitment to a CPTMP [Construction Port Traffic Management Plan] would seem appropriate in order for potential eventualities to be suitably accounted for. Hull City Council would wish to be consulted on any such</p>	



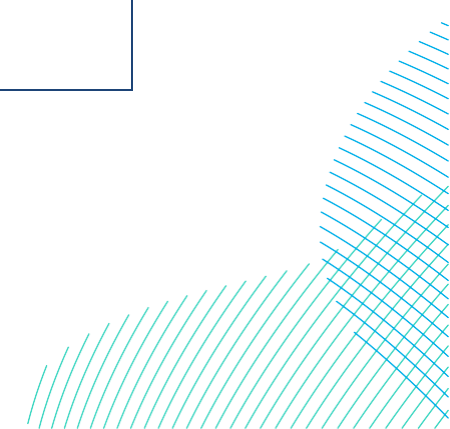
Comment	Project Response
<p>management plan which relates to the location of a base port in the Hull City Council administrative area, or traffic predicted to be generated on the strategic and/or local highway networks within the city derived from a base port (or ports) elsewhere.</p>	<p>phases (including cumulative effects) are assessed and mitigated, it was also agreed with Hull City Council to include a DCO Requirement (draft DCO (Volume 3, application ref: 3.1)) to produce construction and operational phase Port Traffic Management Plan(s) (PTMPs) once the final location of the preferred base port (or ports) is known.</p> <p>The approach to the assessment of driver delay was agreed. Section 24.6.1.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the agreed approach to the assessment of driver delay.</p>
<p>As well as using GEART, junction sensitivity should also be considered. Junctions which are at or close to capacity can be significantly impacted by relatively small increases in traffic volumes, with resultant air quality implications also.</p>	
<p>Planning Inspectorate - Scoping Opinion 02/09/2022</p>	
<p>The Scoping Report states that “to ensure that potential impacts associated with the Projects’ offshore construction and operational phases (including cumulative impacts) are assessed and mitigated, RWE will consider a Requirement to produce a Port Traffic Management Plan once the final location of the preferred base port (or ports) is known”. On this basis, the Applicants are seeking to scope out the onshore impacts of the traffic and transport associated with offshore construction activities.</p>	<p>This chapter has scoped out of the assessment the onshore effects of traffic and transport associated with offshore construction, operation and decommissioning activities. This approach has been agreed with National Highways and Hull City Council at an ETG meeting on the 21/11/2022 and East Riding of Yorkshire Council at an ETG meeting on the 23/11/2022. Further details of these meetings and agreements are provided later within Table 24-1-1.</p> <p>Section 24.1 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) outlines that the</p>



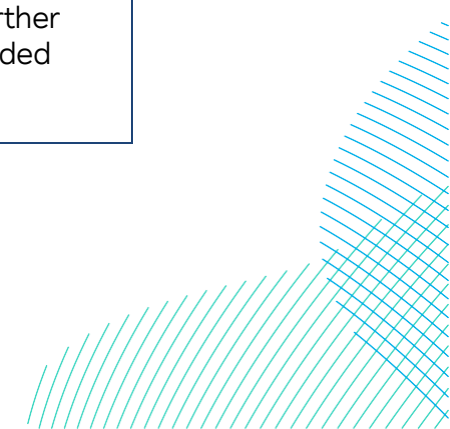
Comment	Project Response
<p>The location of the base port is not currently known and is not expected to be known until after consent (Paragraph 805), and therefore the potential impacts are not fully understood. The Scoping Report also only refers to ‘consideration’ of the production of a Port Traffic Management Plan.</p> <p>The Inspectorate does not agree to scope this matter from the assessment. Accordingly, the ES should include an assessment of these matters, or the information referred to above to support a justification of why there will be no significant effects.</p>	<p>preferred base port (or ports) for the offshore construction of the Projects is not known and any decision would not be expected until post consent. Such facilities would typically be provided or brought into operation by means of one or more planning applications or as port operations with permitted development rights.</p> <p>To ensure that any potential effects associated with the Projects’ offshore construction and operational phases (including cumulative effects) are assessed and mitigated, the draft DCO (Volume 3, application ref: 3.1) includes a DCO Requirement to produce construction and operational phase Port Traffic Management Plan(s) (PTMPs) once the final location of the preferred base port (or ports) is known.</p> <p>The approach to scoping out of the onshore effects of the traffic and transport associated with offshore construction, operation and decommissioning activities has been accepted by the Planning Inspectorate for other recently consented nationally significant offshore wind farm projects, e.g. Norfolk Vanguard, East Anglia TWO and THREE, and Hornsea Three and Four.</p>
<p>The Scoping Report seeks to scope out a separate assessment of hazardous loads and instead seeks to use a road safety assessment to investigate the types of vehicles</p>	<p>With the exception of potential fuel deliveries (for temporary generators) no hazardous loads are anticipated for the Projects. Section 24.6.1.4 of Volume 7, Chapter 24 Traffic</p>



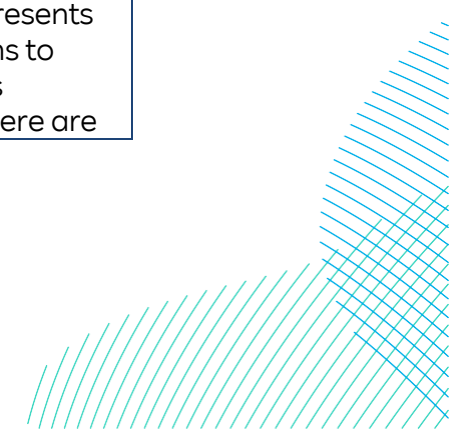
Comment	Project Response
<p>involved in collisions and location of collisions. Paragraph 810 of the Scoping Report states, <i>“it is not envisaged that there would be a significant number of movements of hazardous loads”</i>.</p> <p>The Inspectorate agrees that a separate Hazardous Load Assessment does not to be prepared, however the ES should provide clarification regarding the potential number of hazardous loads and where there is potential for hazardous loads that could give rise to significant effects, an assessment should be undertaken and presented in the ES. Additionally, the Road Safety Assessment should provide information on how the routes of hazardous loads may be amended in light of findings regarding collision sites.</p>	<p>and Transport (application ref: 7.24) provides a detailed assessment of the road safety baseline and identifies no significant issues in relation to the movement of Heavy Goods Vehicles (HGVs). Noting this and that the transportation of fuel is strictly controlled by existing legislation (Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (Department for Transport, 2009)) no further assessment of hazardous loads is presented.</p>
<p>The Scoping Report seeks to scope out traffic impacts relating to maintenance of the onshore substations during operation on the basis that maintenance checks will be infrequent and subject to low vehicle demand.</p> <p>With the exception of hazardous loads (please see point above), the Inspectorate agrees that significant effects are unlikely and is content to scope these matters out of the ES. The description of the Proposed Development in the ES should explain the likely number and nature of vehicle</p>	<p>In support of the approach to scope operational effects out of the assessment, Table 24-2 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) provides a summary of the likely number and nature of vehicle movements associated with the Projects operational phase.</p>



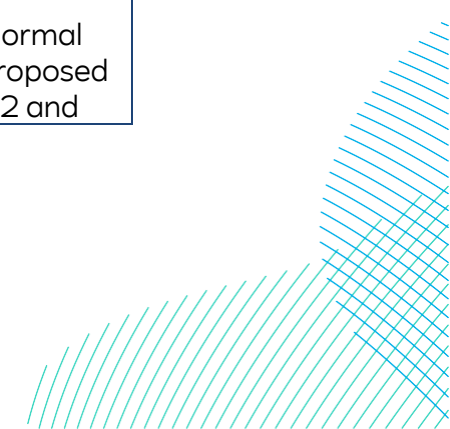
Comment	Project Response
<p>movements to provide confidence for excluding these matters from more detailed assessment.</p>	
<p>The Scoping Report does not state whether new baseline traffic flow surveys will be undertaken. The ES should provide information regarding the times, dates, and location of any new traffic flow surveys (as the Scoping Report currently presents data from 2019) and how the locations of surveys are appropriate to represent effects resulting from traffic movements required for the Proposed Development.</p>	<p>Section 24.4.4.2 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) and the accompanying TA (Appendix 24-2 (application ref: 7.24.24.2)) includes details of the approach to data collection.</p>
<p>The Scoping Report states that the assessment will be undertaken with reference to the Guidance for Environmental Assessment of Road Traffic (GEART). No reference is made within the Scoping Report about potential effects to pedestrians from fear and intimidation; which are identified in GEART. The ES should include an assessment of these matters where significant effects are likely or otherwise provide evidence and reasoning as to why significant effects are not expected. The Inspectorate advises the to consult with relevant stakeholders on the criteria and methodology applied to the assessment, including the determination of the affected road network and the requirement for junction capacity assessments.</p>	<p>Section 24.4.3.3.2 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) outlines that the definition for amenity includes pedestrian fear and intimidation and can be considered to be a broad category considering the overall relationship between pedestrians and traffic.</p> <p>The impacts to be assessed have also been agreed with National Highways and Hull City Council at and ETG meeting on 21/11/2022 and East Riding of Yorkshire Council at an ETG meeting on the 23/11/2022. Further details of these meetings and agreements are provided later within Table 24-1-1.</p>



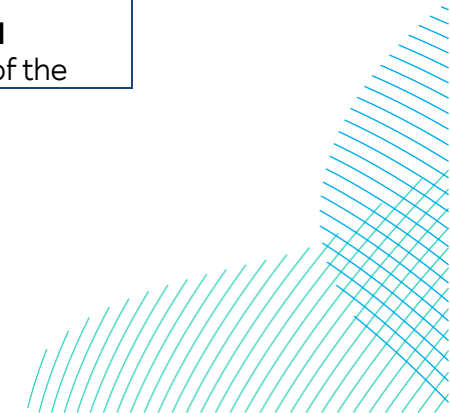
Comment	Project Response
<p>The ES should assess potential impacts to rail infrastructure from the Proposed Development, including in relation to operational rail safety and use throughout construction and operation.</p>	<p>Section 24.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) contains an assessment of the potential effects on the transport network associated with the Projects. No effects upon the rail services or infrastructure are anticipated.</p>
<p>National Highways and Hull City Council - ETG Meeting 21/11/2022</p>	
<p>A second ETG meeting was held with National Highways and Hull City Council following the submission of the Scoping Report and prior to the submission of the PEIR. The purpose of the meeting was to introduce the Projects and present the approach to:</p> <ul style="list-style-type: none"> • Defining the extent of the Traffic and Transport Study Area (TTSA); • Impact assessment; • Data collection; and • DCO documents. <p>Agreements were reached with National Highways and Hull City Council with regard to:</p> <ol style="list-style-type: none"> 1. The extent of the TTSA; 	<ol style="list-style-type: none"> 1. Section 24.3.1 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the approach to defining the extents of the TTSA. 2. Section 24.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) presents an assessment of the effects of the Projects upon severance, amenity, road safety and driver delay. Details of the approach to the assessment of abnormal loads is outlined within section 24.4.3.2.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24). 3. Section 24.5.4 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) (and the accompanying TA, Appendix 24-2 (application ref: 7.24.24.2)) presents an assessment of the baseline road safety conditions to identify links with higher than average collision rates (compared to National averages) and links where there are



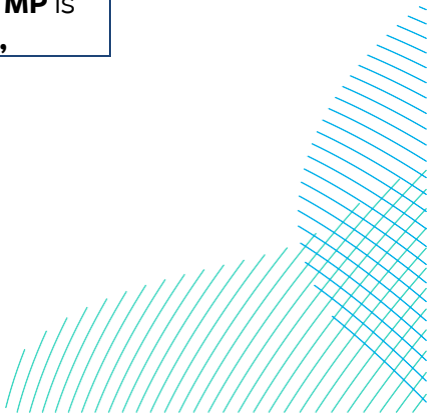
Comment	Project Response
<ol style="list-style-type: none"> 2. Impacts to be assessed (comprising severance, amenity, road safety, driver delay and abnormal loads); 3. The approach to defining the road safety baseline; 4. Scoping out the assessment of operational impacts, on the proviso that details of likely traffic numbers should be presented in support of this; 5. The approach to scoping out onshore traffic and transport impacts associated with the Projects offshore construction, operation and decommissioning (subject to agreeing a suitably worded DCO Requirement to produce a PTMP); 6. The DCO documents that would be required, including a separate TA and CTMP. It was agreed that a separate Travel Plan would not be required and that this could be included within the CTMP; and 7. The Projects transformers should not travel from the M62 direction or over the Humber Bridge. 	<p>clusters of collisions. Section 24.6.1.4 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) presents an assessment of the effects of Projects upon road safety.</p> <p>4. Table 24-2 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) provides details of the likely levels of operational traffic in support of the approach to scoping out operational traffic effects.</p> <p>5. Section 24.1 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) and the Applicants' response to the Planning Inspectorate's Scoping Comments within this Table 24-1-1 provides further clarification in relation to the rationale for scoping out onshore impacts associated with the Projects offshore construction and operation.</p> <p>6. A TA is provided in association with Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) as Appendix 24-2 (application ref: 7.24.24.2). An OCTMP is also provided in support of the application (Volume 8, application ref: 8.13). In accordance with stakeholder's requests, the OCTMP includes 'Travel Plan' measures.</p> <p>7. Details of the approach to the assessment of abnormal loads is outlined within section 24.4.3.2.6. It is not proposed that the Projects' transformers will travel via the M62 and</p>



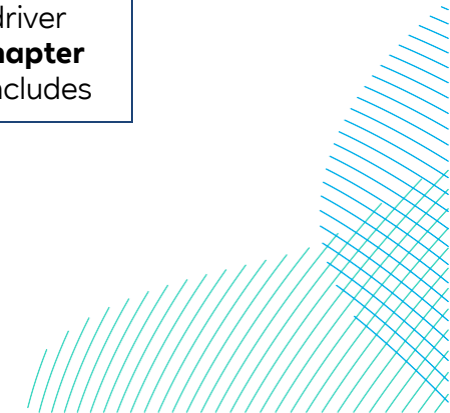
Comment	Project Response
	<p>section 24.4.3.2.6 confirms that National Highways have provided agreement in principle to the proposed route for abnormal loads.</p>
<p>East Riding of Yorkshire Council - ETG Meeting 23/11/2022</p>	
<p>An ETG meeting was held with East Riding of Yorkshire Council following the submission of the Scoping Report and prior to the submission of the PEIR. The purpose of the meeting was to introduce the Projects and present the approach to:</p> <ul style="list-style-type: none"> • Accessing the Projects; • Defining the extent of the TTSA; • Impact assessment; • Data collection; and • DCO Documents. <p>Agreements were reached with East Riding of Yorkshire Council with regard to:</p> <ol style="list-style-type: none"> 1. The construction and operational access strategy to the onshore substations; 2. The proposed construction access strategy to the onshore export cable corridor, subject to: 	<ol style="list-style-type: none"> 1. The accompanying TA (Appendix 24-2 (application ref: 7.24.24.2)) includes details of the agreed access strategy to the onshore converter stations. 2. The TA (Appendix 24-2 (application ref: 7.24.24.2)) includes details of the proposed access strategy to the onshore export cable corridor. The location of the proposed access from Ings Road is shown in Figure 24-2, the access has been located north of the proposed access to the proposed Household waste centre. An assessment of the suitability of Dunnington Lane is presented in section 24.6.1.7 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24). 3. Section 24.3.1 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the approach to defining the extents of the TTSA. 4. Table 24-2 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) provides details of the



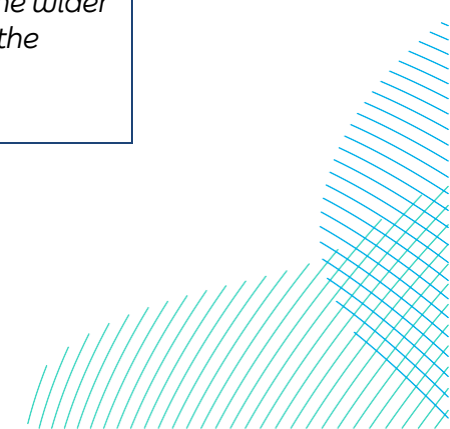
Comment	Project Response
<ul style="list-style-type: none"> o ensuring access from Ings Lane considers potential impacts upon a proposed Household waste centre; and o An assessment of the suitability of Dunnington Lane to accommodate an increase in HGV traffic, noting the existing use by HGVs to serve an animal feed processing plant. <ol style="list-style-type: none"> 3. The extent of the TTSA; 4. Scoping out the assessment of operational impacts, on the proviso that details of likely traffic numbers should be presented in support of this; 5. The approach to scoping out onshore traffic and transport impacts associated with the Projects offshore construction, operation and decommissioning (subject to agreeing a suitably worded DCO Requirement to produce a PTMP); 6. The approach to defining the road safety baseline; 7. The DCO documents that would be required, including a separate TA and CTMP. It was agreed that a separate Travel Plan would not be required and that this could be included within the CTMP. 	<p>likely levels of operational traffic in support of the approach to scoping out operational traffic effects.</p> <p>5. Section 24.1 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) and the Applicants' response to the Planning Inspectorate's Scoping Comments within this Table 24-1-1 provides further clarification in relation to the rationale for scoping out onshore impacts associated with the Projects offshore construction and operation.</p> <p>6. Section 24.5.4 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) (and the accompanying TA, Appendix 24-2 (application ref: 7.24.24.2)) presents an assessment of the baseline road safety conditions to identify links with higher than average collision rates (compared to National averages) and links where there are clusters of collisions. Section 24.6.1.4 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) presents an assessment of the effects of Projects upon road safety.</p> <p>7. A TA is provided in association with Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) as Appendix 24-2 (application ref: 7.24.24.2). An OCTMP is also provided in support of the application (Volume 8,</p>



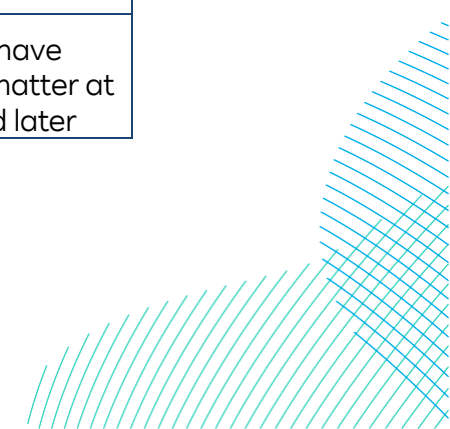
Comment	Project Response
	<p>application ref: 8.13). In accordance with stakeholder's requests, the OCTMP includes 'Travel Plan' measures.</p>
<p>Section 42 Consultation Response - Hull City Council July 2023</p>	
<p>The methodologies identified in the Transport Assessment (TA) and the Preliminary Environmental Information Report (PEIR) are supported in light of the stated commitment to propose that a Construction and Operational Phase Port Traffic Management Plans (PTMP) requirement, covering trip-generating offshore aspects of the development be imposed upon the Development Consent Order.</p>	<p>The Applicants welcome confirmation from Hull City Council that the methodologies are supported and that terrestrial traffic movements associated with the offshore construction and operation of the Projects can be dealt with by means of a DCO Requirement.</p>
<p>The provision of an Outline Construction Traffic Management Plan (OCTMP) to form the basis of a final CTMP, updated and populated to take into account currently unknown aspects such as source of materials, and construction programme/phasing, is supported.</p>	<p>The Applicants welcome confirmation that Hull City Council supports the provision of an OCTMP. An OCTMP is submitted (Volume 8, application ref: 8.13) in support of the DCO application.</p>
<p>There is currently no information available to identify how the capacity assessments referenced in paragraph 224 are to be undertaken, If junction capacity assessments are to be undertaken on any identified sensitive junctions, peak hour traffic turning count surveys will need to be needed to inform assessment.</p>	<p>Following the Section 42 comments the Applicants have engaged further with Hull City Council at an ETG (06/09/2023), during this meeting (detailed later within this Table 24-1-1) the approach to the assessment of driver delay was agreed. Section 24.6.1.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes</p>



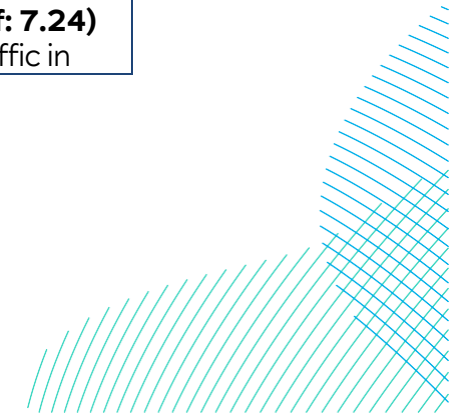
Comment	Project Response
	<p>details of the agreed approach to the assessment of driver delay.</p>
<p>The OCTMP identifies that the HGV deliveries will be controlled with a booking system (Para 24) which is welcomed. Para 25 identifies that an indication of when peak deliveries may occur within the construction programme identifying indicative profiles for monthly deliveries per link for the construction duration will be provided to the relevant highway authorities. Will this be a cumulative assessment taking account of how many accesses are in operation at any one time on the link / route or numbers on the link associated with individual access points? Is it also anticipated that the daily profile of deliveries will be evenly spaced through the month?</p>	<p>The OCTMP (Volume 8, application ref: 8.13) outlines that: <i>"To provide the relevant highway authorities with an indication of when peak deliveries may occur within the construction programme, the final CTMP would also be updated to include indicative profiles for monthly deliveries per link for the construction duration"</i>.</p> <p>In deriving these numbers an even profile of deliveries throughout the month would be assumed.</p>
<p>Should Para 29 identify that HGV's will not be permitted 'to access or egress a site' outside of the normal working hours (07:00 to 19:00 hours Monday to Saturday)?</p>	<p>The OCTMP (Volume 8, application ref: 8.13) outlines that: <i>"With the exception of the essential activities, HGV construction traffic movements will not be permitted outside of the normal working hours (0700 hours and 1900 hours Monday to Saturday). This would not preclude HGV travel to and from the site of the relevant work via the wider highway network which may occur prior to or after the normal working hours"</i></p> <p>The Applicants consider that the text is correct.</p>



Comment	Project Response
<p>Para 53 – It would be helpful to understand what 25% of the peak daily LV demand may equate to in trip-generation terms, to have confidence that such a figure would not cause an issue with some of the more sensitive junctions, especially during the AM and PM peak periods.</p>	<p>Following the Section 42 comments the Applicant has engaged further with Hull City Council at an ETG (06/09/2023), during this meeting (detailed later within this Table 24-1-1) the approach to the assessment of driver delay was agreed. Section 24.6.1.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the agreed approach to the assessment of driver delay.</p>
<p>Para 56 – Identifying a maximum response time for the road sweeper to be in attendance following notification of detritus /other material being deposited on the public highway would better ensure that safety concerns are addressed promptly.</p>	<p>The OCTMP (Volume 8, application ref: 8.13) submitted with the DCO application outlines that the approach to managing detritus and other material being deposited would be agreed with the relevant highway authority as part of developing the final CTMP.</p>
<p>Para 102 – If the sign in/out sheet also captured employee’s origin (place from which daily travel commenced, e.g., post code), this would better inform targeted travel planning measures.</p>	<p>The OCTMP (Volume 8, application ref: 8.13) submitted with the DCO application includes a commitment to also capture the employee’s origin as part of the sign-in process.</p>
<p>Section 42 Consultation Response - National Highways July 2023</p>	
<p>1) National Highways would expect that the standard procedure for [AIL]s will be followed by the Applicant, however, any potential carriageway width, height and</p>	<p>Following the Section 42 comments the Applicants have engaged further with National Highways upon this matter at an ETG (06/09/2023), during this meeting (detailed later</p>



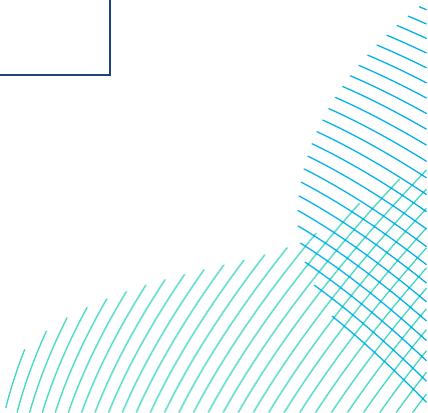
Comment	Project Response
<p>weight restrictions for the movement of such vehicles will need to be discussed and agreed with National Highways. As such, we would advise that the Applicant directly discusses any matters pertaining to AIL movements with the National Highways Abnormal Indivisible Loads team (AbnormalIndivisibleLoadsTeam@nationalhighways.co.uk).</p>	<p>within this Table 24-1-1) the approach to the assessment of abnormal load movements was agreed.</p> <p>Details of the approach to the assessment of abnormal loads is outlined within section 24.4.3.2.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24). Section 24.4.3.2.6 also confirms that National Highways have provided agreement in principle to the proposed route for abnormal loads.</p>
<p>2) The impact of the proposed development at the SRN over both the operational and construction phase must be understood in terms of absolute two-way flows over both morning / evening network peak hours. This is opposed to either total daily flows or proportional flows (percentage increase) in relation to baseline flows at any specific junction.</p>	<p>Following the Section 42 comments the Applicants have engaged further with National Highways at an ETG (06/09/2023), during this meeting (detailed later within this Table 24-1-1) the approach to the assessment of driver delay was agreed. Section 24.6.1.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the agreed approach to the assessment of driver delay.</p> <p>With regard to the Projects' operational phase, it has been agreed with National Highways at ETG on the 19/07/2021 (outlined Table 24-1-1) that operational impacts can be scoped out of the assessment. Table 24-2 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) provides details of the likely levels of operational traffic in</p>



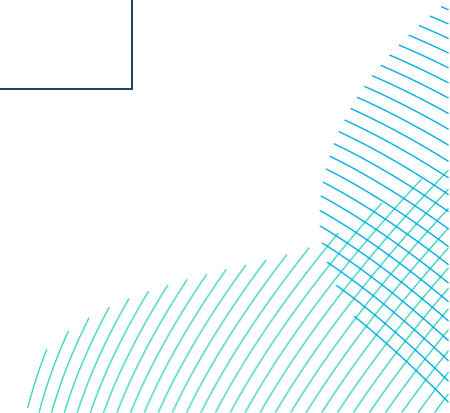
Comment	Project Response
	support of the approach to scoping out operational traffic effects.
<p>3) The appropriateness of any network baseline flows will only be commented on by National Highways at such a point whereby the proposed development is considered to incur a material impact at an SRN junction (>30 two-way trips over network peak hour), and subsequent junction modelling is required, if such a scenario arises.</p>	<p>Following the Section 42 comments the Applicants have engaged further with National Highways upon this matter at an ETG (06/09/2023), during this meeting (detailed later within this Table 24-1-1) the approach to data collection was agreed. Section 24.6.1.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the agreed approach to the assessment of driver delay.</p>
<p>4) At this stage of the development scoping stage with overall highway impact yet to be fully agreed with National Highways, no further comment on the necessity of safety and collision data will be provided.</p>	<p>Following the Section 42 comments the Applicants have engaged further with National Highways upon this matter at an ETG (06/09/2023), during this meeting (detailed later within this Table 24-1-1) the approach to the assessment of road safety agreed.</p> <p>Section 24.5.4 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) (and the accompanying TA, Appendix 24-2 (application ref: 7.24.24.2)) presents an assessment of the baseline road safety conditions to identify links with higher than average collision rates (compared to National averages) and links where there are clusters of collisions. Section 24.6.1.4 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) presents</p>



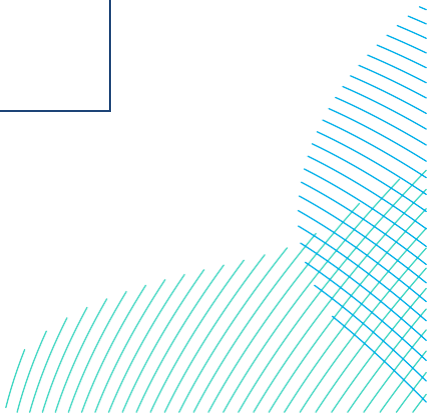
Comment	Project Response
	an assessment of the effects of the Projects construction traffic upon road safety.
<p>5) While the principle of first principles data is acceptable for the proposed scheme, further detail should be provided by the Applicants in relation to the specific first principles data underpinning the proposed development trip generation. For reference, National Highways would expect the first principles data to reflect a comparable development of comparable scale in a geographical location that largely reflects rural nature of the scheme area. Until this clarification is provided, the first principles data cannot be accepted.</p>	<p>Following the Section 42 comments the Applicants have engaged further with National Highways upon this matter at an ETG (06/09/2023), during this meeting (detailed later within this Table 24-1-1) the approach to the derivation of traffic demand was agreed.</p> <p>The TA (Appendix 24-2 (application ref: 7.24.24.2)) includes details of the approach to the derivation of construction traffic demand.</p>
<p>6) National Highways will require confirmation of the expected 'peak' arrival /departure profile of construction vehicles, including construction staff, deliveries and associated movements during an identified 'peak' construction period, and how long this period may continue for, opposed to the generation of average movements or total daily / monthly movements. This is to ensure that any potential trip generation impact at the SRN can be accurately quantified as the development advances through the construction phase. This matter can be</p>	<p>An OCTMP is provided in support of the DCO application (Volume 8, application ref: 8.13). The OCTMP includes a commitment to providing the information requested by National Highways.</p>



Comment	Project Response
<p>controlled through the production of a Construction Traffic Management Plan [CTMP].</p>	
<p>7) The study area should extend to any SRN junction where a potential impact needs to be considered (to aid discussions National Highways suggest 30 two-way trips in a single hour being a starting point for consideration).</p>	<p>Following the Section 42 comments the Applicants have engaged further with National Highways upon this matter at an ETG (06/09/2023), during this meeting (detailed later within this Table 24-1-1) the extent of the TTSA was agreed.</p> <p>Section 24.3.1 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the approach to defining the extents of the TTSA.</p>
<p>8) National Highways will require highway assessment data applicable to the impact of the construction phase at the SRN to be quantified by way of AM / PM peak hour two-way trips at respective junctions, opposed to average daily flow values.</p>	<p>Following the Section 42 comments the Applicants have engaged further with National Highways at an ETG (06/09/2023), during this meeting (detailed later within this Table 24-1-1) the approach to the assessment of driver delay was agreed. Section 24.6.1.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the agreed approach to the assessment of driver delay.</p>
<p>9) The principle of utilising a gravity model to determine the proposed distribution of construction staff is accepted, however, National Highways would need to examine the model methodology in detail, i.e. via its original MS Excel format, before the subsequent distribution data can be accepted fully. The distribution of construction vehicle trips</p>	



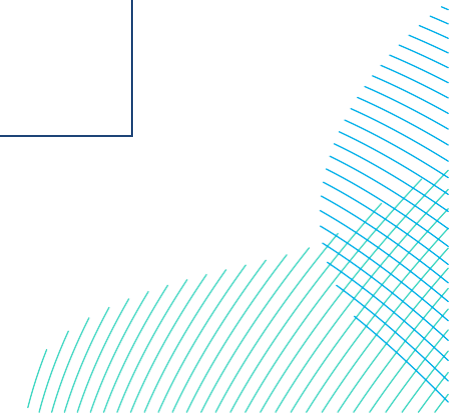
Comment	Project Response
<p>will need to be understood and agreed per SRN junction, opposed to simply the study area highway links proposed.</p>	
<p>Section 42 Consultation Response - Hornsea Four July 2023</p>	
<p>The Dogger Bank South Offshore Wind Project’s proposed onshore development zones overlap, or are located immediately adjacent to, Hornsea Four’s consented infrastructure development zones.</p> <p>The Dogger Bank South web-hosted GIS system illustrates the position of a proposed Indicative Road Access Zone immediately south of the A1079. The Proposed Development Plan makes no reference to this feature in terms of design or functionality, although it appears to impinge upon Hornsea Four’s permanent access junction. In addition, the Hornsea Four access route cuts through the proposed Onshore Development Area, and therefore any access required (e.g. grid connection cable) by Dogger Bank South Offshore Wind Project to the south-east of Jillywood Farm would need to cross the Hornsea Four asset. It is also unclear why the proposed Onshore Development Area extends to the boundary of the Hornsea Four substation site Hornsea Four would like to register interest in Dogger Bank South Offshore Wind Project proposed grid connection</p>	<p>The Applicants are in discussions with Orsted Hornsea Project Four Limited on this matter.</p>



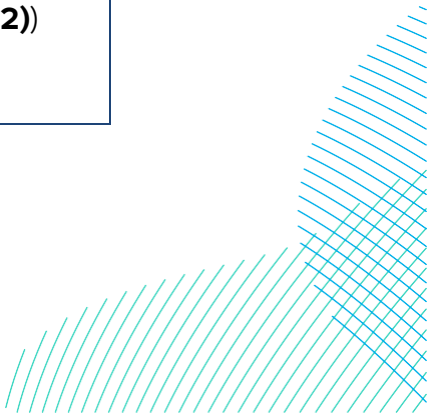
Comment	Project Response
<p>design to understand interfaces with Hornsea Four’s permanent substation access.</p>	
<p>National Highways and Hull City Council - ETG Meeting 06/09/2023</p>	
<p>A third ETG meeting was held with National Highways and Hull City Council following the submission of the PEIR and receipt of Section 42 comments. The purpose of the meeting was to review the Section 42 comments and agree the proposed approach to assessment for the ES.</p> <p>Agreements were reached/reconfirmed with National Highways and Hull City Council with regard to:</p> <ol style="list-style-type: none"> 1. The extent of the TTSA; 2. The approach to consideration of driver delay (capacity) effects; 3. The approach to baseline data collection; 4. The approach to the assessment of road safety; 5. Traffic derivation methodology; and 6. The approach to the assessment of abnormal load movements. 	<ol style="list-style-type: none"> 1. Section 24.3.1 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the extents of the agreed TTSA. 2. Section 24.6.1.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the agreed approach to the assessment of driver delay. 3. Section 24.4.4.2 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) and the accompanying TA (Appendix 24-2 (application ref: 7.24.24.2)) includes details of the approach to data collection. 4. Section 24.5.4 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) (and the accompanying TA, Appendix 24-2 (application ref: 7.24.24.2)) presents an assessment of the baseline road safety conditions to identify links with higher than average collision rates (compared to National averages) and links where there are clusters of collisions. Section 24.6.1.4 of Volume 7, Chapter



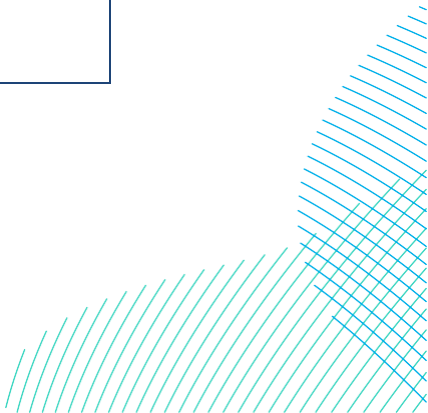
Comment	Project Response
	<p>24 Traffic and Transport (application ref: 7.24) presents an assessment of the effects of Projects upon road safety.</p> <p>5. The TA (Appendix 24-2 (application ref: 7.24.24.2)) includes details of the approach to the derivation of construction traffic demand; and</p> <p>6. Details of the approach to the assessment of abnormal loads is outlined within section 24.4.3.2.6. Section 24.4.3.2.6 confirms that National Highways have provided agreement in principle to the proposed route for abnormal loads.</p>
<p>East Riding of Yorkshire Council - ETG Meeting 08/09/2023</p>	
<p>A third ETG meeting was held with East Riding of Yorkshire Council following the submission of the PEIR. The purpose of the meeting was to understand if East Riding of Yorkshire Council had any concerns with the PEIR and to agree the proposed approach to assessment for the ES.</p> <p>Agreements were reached/reconfirmed with East Riding of Yorkshire Council with regard to:</p> <ol style="list-style-type: none"> 1. The location and design of accesses and crossings; 	<ol style="list-style-type: none"> 1. The accompanying TA (Appendix 24-2 (application ref: 7.24.24.2)) includes details of the agreed access strategy. 2. Section 24.3.1 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the extents of the agreed TTSA.



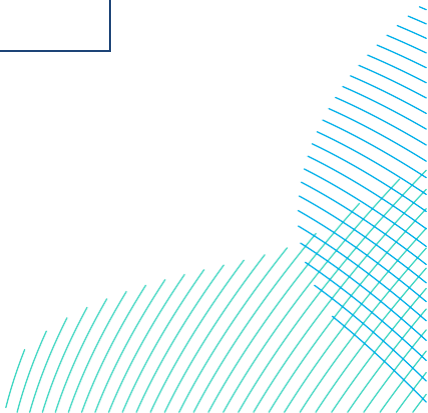
Comment	Project Response
<ul style="list-style-type: none"> 2. The extent of the TTSA; 3. The approach to consideration of driver delay (capacity) effects; 4. The approach to baseline data collection; 5. The approach to the assessment of road safety; 6. The approach to mitigating potential severance and amenity effects; and 7. Traffic derivation methodology. 	<p>3. Section 24.6.1.6 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) includes details of the agreed approach to the assessment of driver delay.</p> <p>4. Section 24.4.4.2 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) and the accompanying TA (Appendix 24-2 (application ref: 7.24.24.2)) includes details of the approach to data collection.</p> <p>5. Section 24.5.4 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) (and the accompanying TA, Appendix 24-2 (application ref: 7.24.24.2)) presents an assessment of the baseline road safety conditions to identify links with higher than average collision rates (compared to National averages) and links where there are clusters of collisions. Section 24.6.1.4 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) presents an assessment of the effects of Projects upon road safety.</p> <p>6. Section 24.6.1.2 and 24.6.1.3 of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) include detail of the assessment of severance and amenity impacts and any associated further mitigation measures.</p> <p>7. The TA (Appendix 24-2 (application ref: 7.24.24.2)) includes details of the approach to the derivation of construction traffic demand.</p>



Comment	Project Response
East Riding of Yorkshire Council - ETG Meeting 27/02/2024	
<p>Draft copies of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) and OCTMP (Volume 8, application ref: 8.13) were shared with East Riding of Yorkshire Council prior to the submission of the DCO. A fourth ETG meeting was then held with East Riding of Yorkshire Council to present these documents and discuss any comments.</p> <p>No comments or concerns were raised by East Riding of Yorkshire Council in regard to the draft version of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24).</p> <p>East Riding of Yorkshire Council requested minor amendments to the draft OCTMP (Volume 8, application ref: 8.13) to include:</p> <ol style="list-style-type: none">1. A commitment to routeing HGVs in (west to east) via Link 4 and out (south to north) via Link 5; and2. Implementing a process to notify local residents of any planned road closures.	<p>The OCTMP (Volume 8, application ref: 8.13) submitted with the DCO application includes a commitment to routeing HGVs via link 4 and 5 and measures to notify local of residents of any planned road closures.</p>



Comment	Project Response
<p>Hull City Council and National Highways - ETG Meeting 07/03/2024</p>	
<p>Draft copies of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24) and OCTMP (Volume 8, application ref: 8.13) were shared with Hull City Council and National Highways prior to the submission of the DCO. A fourth ETG meeting was then held with Hull City Council and National Highways to present these documents and discuss any comments.</p> <p>No comments requiring action or concerns were raised by Hull City Council and National Highways in regard to the draft version of Volume 7, Chapter 24 Traffic and Transport (application ref: 7.24).</p> <p>Hull City Council provided comments in regard to the draft DCO Requirement wording for working hours and the OCTMP.</p> <p>Both National Highways and Hull City Council also requested minor amendments to the draft OCTMP (Volume 8, application ref: 8.13) to include commitments to avoid certain sensitive hours if future capacity assessments identified capacity constraints.</p>	<p>The OCTMP (Volume 8, application ref: 8.13) submitted with the DCO application includes a commitment to reviewing traffic movements during sensitive periods should future capacity assessments identify significant driver delay (capacity) effects.</p> <p>An extract of the draft DCO (Volume 3, application ref: 3.1) was shared with HCC for comment prior to submission. At the time of drafting no comments have been received from Hull City Council.</p>



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

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