DBS Offshore Wind

RWE Renewables UK Dogger Bank South (West) Limited

RWE Renewables UK Dogger Bank South (East) Limited

Dogger Bank South Offshore Wind Farms

The Applicants' Responses to January 2025 Hearing Action Points (Revision 2) (Clean)

Submission for Deadline 1

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01	N/A	N/A	Submitted for Deadline 1
02	26-32	Section 4	Added in responses to Action Points 8, 9 and 14 which were omitted in error.

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Tables

Glossary

Term	Definition
Array Areas	The DBS East and DBS West offshore Array Areas, where the wind turbines, offshore platforms and array cables would be located. The Array Areas do not include the Offshore Export Cable Corridor or the Inter-Platform Cable Corridor within which no wind turbines are proposed. Each area is referred to separately as an Array Area.
Construction Buffer Zone	1km zone around the Array Areas and Offshore Export Cable Corridor, and 500m zone around the Inter-Platform Cabling Corridor. Construction vessels may occupy this zone but no permanent infrastructure would be installed within these areas.
Cumulative Effects Assessment (CEA)	The assessment of the combined effect of the Projects in combination with the effects of a number of different (defined cumulative) schemes, on the same single receptor/resource.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Effect	Term used to express the consequence of an impact. The significance of an effect is determined by correlating the magnitude of the impact with the value, or sensitivity, of the receptor or resource in accordance with defined significance criteria.
Environmental Impact Assessment (EIA)	A statutory process by which certain planned projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information, which fulfils the assessment requirements of the EIA Directive and EIA Regulations, including the publication of an Environmental Statement (ES).
Environmental Statement (ES)	A document reporting the findings of the EIA and produced in accordance with the EIA Directive as transposed into UK law by the EIA Regulations.
Haul Road	The track along the Onshore Export Cable Corridor used by traffic to access different sections of the onshore export cable route for construction.
Horizontal Directional Drill (HDD)	HDD is a trenchless technique to bring the offshore cables ashore at the landfall and can be used for crossing other obstacles such as roads, railways and watercourses onshore.

Term	Definition
Impact	Used to describe a change resulting from an activity via the Projects, i.e. increased suspended sediments / increased noise.
Jointing Bays	Underground structures constructed at regular intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Main Commercial Route	Defined transit route (mean position) of commercial vessels identified within each Shipping and Navigation Study Area.
Main River	Main Rivers are usually large rivers or streams that are designated under the Water Resources Act (1991) and are shown on the statutory Main River Map. They are managed by the Environment Agency, who carry out construction, maintenance and improvement works to manage flood risk.
National Policy Statement (NPS)	A document setting out national policy against which proposals for NSIPs will be assessed and decided upon.
Nationally Significant Infrastructure Project (NSIP)	Large scale development including power generating stations which requires development consent under the Planning Act 2008. An offshore wind farm project with a capacity of more than 100 MW constitutes an NSIP.
Navigational Risk Assessment (NRA)	A document which assesses the hazards to shipping and navigation of a proposed Offshore Renewable Energy Installation based upon Formal Safety Assessment.
Offshore Development Area	The Offshore Development Area for ES encompasses both the DBS East and West Array Areas, the Inter-Platform Cable Corridor, the Offshore Export Cable Corridor, plus the associated Construction Buffer Zones.
Offshore Export Cable Corridor	This is the area which will contain the offshore export cables (and potentially the ESP) between the Offshore Converter Platforms and Transition Joint Bays at the landfall.
Onshore Converter Stations	A compound containing electrical equipment required to transform HVDC and stabilise electricity generated by the Projects so that it can be connected to the electricity transmission network as HVAC. There will be one Onshore Converter Station for each Project.
Onshore Development Area	The Onshore Development Area for ES is the boundary within which all onshore infrastructure required for the Projects would be located including Landfall Zone, Onshore Export Cable Corridor, accesses, Temporary Construction Compounds and Onshore Converter Stations.

Term	Definition
Onshore Export Cable Corridor	This is the area which includes cable trenches, haul roads, spoil storage areas, and limits of deviation for micro-siting. For assessment purposes, the cable corridor does not include the Onshore Converter Stations, Transition Joint Bays or temporary access routes; but includes Temporary Construction Compounds (purely for the cable route).
Onshore Substation Zone	Parcel of land within the Onshore Development Area where the Onshore Converter Station infrastructure (including the haul roads, Temporary Construction Compounds and associated cable routeing) would be located.
Order Limits	The limits within which the Projects may be carried.
Preliminary Environmental Information Report (PEIR)	Defined in the EIA Regulations as information referred to in part 1, Schedule 4 (information for inclusion in environmental statements) which has been compiled by the applicants and is reasonably required to assess the environmental effects of the development.
Project Change Request 1	The proposed changes to the DCO application for the Projects set out in **Project Change Request 1 - Offshore & Intertidal Works** [AS-141].
Project Change Request 2	The proposed changes to the DCO application for the Projects set out in **Project Change Request 2- Onshore Substation Zone** [AS-152].
Projects' Design Envelope	A concept that ensures the EIA is based on assessing the realistic worst-case scenario where flexibility or a range of options is sought as part of the consent application.
Receptor	A distinct part of the environment on which effects could occur and can be the subject of specific assessments. Examples of Receptors include species (or groups) of animals, plants, people (often categorised further such as 'residential' or those using areas for amenity or recreation), watercourses etc.
Safety zones	Legislated under the Energy Act 2004, safety zones are rolling buffer areas which protect construction activities by preventing unauthorised vessels from entering their boundary.
Scoping Opinion	The report adopted by the Planning Inspectorate on behalf of the Secretary of State.
Scoping Report	The report that was produced in order to request a Scoping Opinion from the Secretary of State.

Term	Definition
Temporary Construction Compound	An area set aside to facilitate construction of the Projects. These will be located adjacent to the Onshore Export Cable Corridor and within the Onshore Substation Zone, with access to the highway.
The Applicants	The Applicants for the Projects are RWE Renewables UK Dogger Bank South (East) Limited and RWE Renewables UK Dogger Bank South (West) Limited. The Applicants are themselves jointly owned by the RWE Group of companies (51% stake) and Masdar (49% stake).
The Projects	DBS East and DBS West (collectively referred to as the Dogger Bank South Offshore Wind Farms).

Acronyms

Acronym	Definition
ADD	Acoustic Deterrent Device
AIS	Air Insulated Switchgear
BoR	Book of Reference
CAH	Compulsory Acquisition Hearing
CEA	Cumulative Effects Assessment
CfD	Contract for Difference
DBS	Dogger Bank South
DCO	Development Consent Order
DESNZ	Department for Energy Security and Net Zero
DIO	Defence Infrastructure Organisation
DML	Deemed Marine Licences
EIA	Environmental Impact Assessment
ERYC	East Riding of Yorkshire Council
ES	Environmental Statement
ESO	Electricity System Operator
ExA	Examining Authority
GIS	Gas Insulated Switchgear
HDD	Horizontal Directional Drilling
HND	Holistic Network Design
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
ISH1	Issue Specific Hearing 1

Acronym	Definition
ISH2	Issue Specific Hearing 2
MCZ	Marine Conservation Zone
MMMP	Marine Mammal Mitigation Plan
MMO	Marine Management Organisation
MOD	Ministry of Defence
MW	Megawatts
NAS	Noise Abatement Systems
NPS	National Policy Statement
OCoCP	Outline Code of Construction Practice
OCS	Onshore Converter Stations
OLMP	Outline Landscape Management Plan
PAM	Passive Acoustic Monitoring
PEIR	Preliminary Environmental Information Report
PRoW	Public Right of Way
PSR	Primary Surveillance Radar
PTMP	Port Traffic Management Plan
SAC	Special Area of Conservation
SIP	Site Integrity Plan
SNS	Southern North Sea
SoCG	Statement of Common Ground
SPA	Special Protection Area
SuDS	Sustainable Drainage Systems
TCC	Temporary Construction Compound

Acronym	Definition
TCE	Temporary Construction Easement
UXO	Unexploded Ordnance

1 Introduction

1. The Compulsory Acquisition Hearing (CAH) and Issue Specific Hearings 1 (ISH1) and 2 (ISH2) for the Dogger Bank South (DBS) East and DBS West (collectively referred to as the 'Projects') were held by the Examining Authority (ExA) virtually on 14th - 16th January 2025.

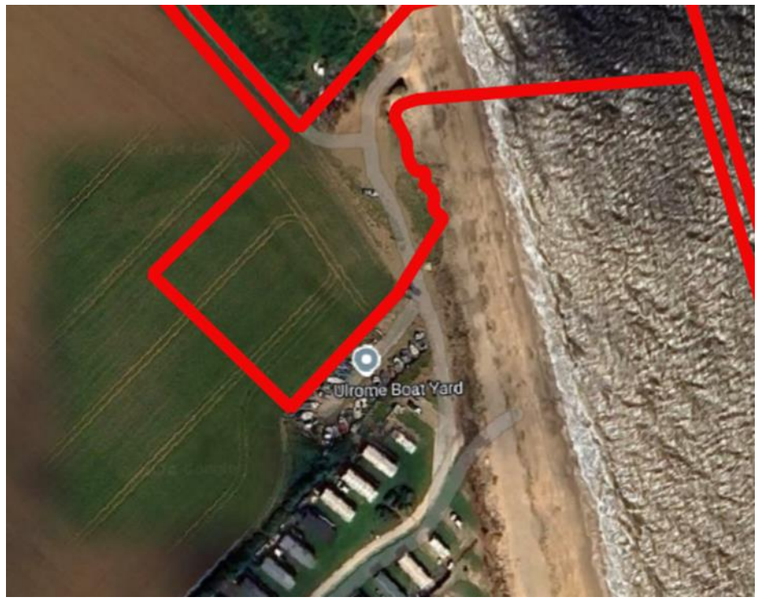
2. The Action Points from the CAH [EV3-003] and ISH1 [EV4-003] were published by the Planning Inspectorate on 16th January 2025, with the Action Points from ISH2 published on 17th January 2025.

3. This document outlines how RWE Renewables UK Dogger Bank South (West) Limited and RWE Renewables UK Dogger Bank South (East) Limited ('the Applicants') for the Projects have addressed each of the Actions Points.

- Section 2 – CAH;
- Section 3 – ISH1;
- Section 4 – ISH2 (Offshore topics); and
- Section 5 – ISH2 (Onshore topics).

2 Responses to Compulsory Acquisition Hearing Action Points

Table 2-1 The Applicants' Responses to the Examining Authority's CAH Action Points held on Tuesday 14th January 2025

Action No.	Action	Applicants' Response
1	Submit a copy of the script read out by Mr Boswall under agenda item 2 which set out the case for Compulsory Acquisition and Temporary Possession against the tests set out in sections 122 and 123 of the Planning Act 2008.	This has been included in **The Applicants' Written Summaries of Oral Submissions made at CAH1, ISH1 and ISH2** [document reference 11.4].
2	Clarify if the existing boat storage would be affected by the proposed emergency beach access road and temporary construction compound. If the boat storage would not be affected set out how the boat storage would be retained and accessed for the duration of the proposed works. *This item will also be discussed under Item 14 (Traffic and Transport) at Issue Specific Hearing 2*	The existing boat storage area would not be used by the Projects. A temporary compound (TCC) would be established adjacent to the boat compound as shown in the aerial plan, below and on **Chapter 5 - Project Description Figure 5-1 to Figure 5-4** [APP-072], Figure 5-3b [document reference: 7.5]. Access to the boat storage yard will be maintained during construction, no stone road would be required and only the compound would be fenced. No impact to the operation of the boat storage yard would occur in the circumstance that the Emergency Beach Access is utilised. 
3	Confirm if the areas of segregated land along the proposed onshore cable corridor have been included in the assessment of land loss within the Environmental Statement (ES). If they have signpost where in the ES this is detailed and if not, why not and should it be? *This item will also be discussed under Item 13 (land use and ground conditions) at Issue Specific Hearing 2.*	This point is addressed in the Applicants response to ISH 2, Agenda Item 13: Land Use and Ground Conditions and Action Point No.42

Action No.	Action	Applicants' Response

4	Provide background and justification as to why all the proposed construction compounds in the converter station area would be needed, as identified on page 18 of the **Work Plans (onshore)** [PDA-003].	A Temporary Construction Compound (TCC) is located adjacent to the A1079 to facilitate construction of the Onshore Export Cable Corridor (likely that the cable contractor and Converter Station contractor may be separate parties / contracts and therefore separate compounds required). This location is retained as a potential option for a Main compound to also support cable works within the Substation Zone and the Onward Cable Connection to the proposed National Grid Substation at Birkhill Wood.
		
		Within the Onshore Substation Zone there are three options for TCCs to facilitate the construction of the Onshore Converter Stations and associated landscaping within the Onshore Substation Zone.
		
		One footprint is located on the western Onshore Converter Station location to provide an option if only one Project is being constructed – suitable for use in the in-isolation and sequential construction scenarios.
		
		Two footprints are located nearby the Onshore Converter Station locations to provide land extents required to provide laydown of 30,000m² for each Converter Station, separate compound options for each footprint. Each Onshore Converter Station may be constructed by separate parties. If only the in-isolation scenario was taken forward then one of these compounds would not be required.
		
		Further detail about the key equipment to be located within the Onshore Substation Zone TCC has been added to **Chapter 5 Project Description** [APP-071] at Deadline 1.
		
		Construction compounds along the Onshore Export Cable Corridor are described in section 5.7.1.8 of **Chapter 5 Project Description** [APP-071] and include the following:
		• Two Main Temporary Construction Compounds would be required, regardless of the Development Scenario, to support the cable duct installation and cable pulling works. The final location of these is not yet confirmed and a number of options are being considered within the Onshore Development Area. The Applicants have four options for the Main Compounds. Main Compounds are works 20A/B on the **Works Plans (Onshore) (Revision 3)** [PDA-003], whereas satellite compounds are 16A/B. Works 20A/B - Potential Main Compounds may be located at:
		  ○ A165 (Whitecross Road)
		  ○ A1035 (Constitution Hill) (2 Options, one north and south)
		  ○ South of A1079 - just going into Onshore Substation Zone (described above)
		• These would operate as hubs for the onshore construction works and would house the central offices, welfare facilities, and stores, as well as acting as staging posts and secure storage for equipment and component deliveries.
		• The construction works would also require a series of Satellite Temporary Construction Compounds that would operate as support bases for the onshore construction works as the cable work fronts pass through an area. They may house portable offices, welfare facilities, concrete or Cement Bound Sand (CBS) batching plant, localised stores, as well as acting as staging posts for localised secure storage for equipment and component deliveries.
		
		The indicative layouts provided in **Appendix 5-3 Engineering Drawings** [APP-075] also include: Vehicle parking, Storage of topsoil, CBS batching plant and additional climate controlled storage for equipment to be installed within the Onshore Converter Stations.

5	Review the **Public Rights of Way Plans** [APP-017] and the **Outline Public Rights of Way Management Plan** [AS-094, page 1151] and update as necessary to ensure it is clear whether Walkington Footpath 9 is or is not within the Order Limits.	The Applicants would like to clarify that Walkington Footpath 9 is marked on the plan to the east of the field boundary and is just within the Order Limits i.e. both the Order Limits and the PRoW run along the field boundary. Table 4-1 in **Appendix C - Outline Public Rights of Way (PRoW) Management Plan (Revision 2)** of the **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094] which sets out the management measures for any PRoW or cycleway located within the Order Limits, references Walkington No.9 as 'PAT-028A' on p.27. The Applicants have not proposed to temporarily stop up or include any management at this location as it is envisaged that the fence for the Substation Zone Compound would be microsited to avoid the PRoW: '*No management required, would be located along the edge of a fenced temporary construction compound.*' The separation of the PRoW from the temporary fence would be agreed with ERYC at the detailed design stage, but as described in section 4.6 of **Appendix C - OutlineProW Management Plan (Revision 2)** of the **OCoCP (Revision 3)** [document reference: 8.9] which relates to a temporary diversion within the Order Limits but would also be applicable at this location, it is expected to be between two to five metres. **Appendix C - Outline PRoW (Revision 2)** of the **OCoCP (Revision 3)** [document reference: 8.9] has also been agreed with the East Riding of Yorkshire Council

Action No.	Action	Applicants' Response
		(ERYC) countryside and PRoW officer as part of the PRoW and Access Environmental Technical Group, we discussed each of the crossing points and the proposed management measures at the meetings. This is documented in the **East Riding of Yorkshire Council Statement of Common Ground (SoGC)** (document reference: 9.2), submitted at Deadline 1. The requirement to prepare a detailed PRoW Management Plan to be approved by the relevant planning authority is also secured by Requirement 24 of the **Draft Development Consent Order (DCO) (Revision 5)** [document reference: 3.1].
6	Confirm why the proposed access and haul road adjacent to Mouse Hill would be necessary.	To allow for construction traffic to access the Onward Cable Connection route to the proposed National Grid Substation at Birkhill Wood from the Onshore Converter Stations, as there will be a trenchless crossing under the A164 Jock's Lodge Development. A construction access AC17 (West) (shown on the **Access to Works Plan** [APP-016]) is proposed to the east of the A164. This access has been located to align with the new highway access to Mouse Hill and the new A164 highway alignment being delivered as part of the Jocks Lodge upgrade scheme. The location of the Projects relative to the Jocks Lodge upgrade scheme is shown in the **Location of Jocks Lodge Proposals Compared to DBS Onshore Works Submission in Response to Rule 17 Letter** [AS-013]. Access AC17 (West) would allow construction traffic to access from the new access to Mouse Hill from the realigned section of the A164 and then travel northeast toward the cable route from the Onshore Converter Stations to the proposed National Grid Substation at Birkhill Wood. To minimise the interaction with existing users of the access to Mouse Hill (which is also a bridleway), the Order Limits includes space to construct a temporary haul road parallel to the existing track.
7	Reconcile the land plot differences identified with the **Land Rights Tracker** [AS-045] and **Book of Reference** [AS-043] related to Albanwise Ltd and Albanwise Synergy Ltd. Specifically plots 11-015, 12-002/003/004/006 and 19-002/003/007.	The Applicants have updated the **Land Rights Tracker (Revision** 2) [AS-045] in line with the comments made by the ExA which has been submitted at Deadline 1.
9	Clarify why Network Rail Infrastructure Limited appears twice in the **Land Rights Tracker** [AS-045].	Network Rail are a category 1 and 2 party and therefore listed twice in the **Land Rights Tracker (Revision 3)** [document reference 10.4] as a landowner but also as an apparatus owner.
12	Respond to the Riplingham Estates Ltd and The Los Trustees representation made by Michael Glover LLP of 13 January 2025 [AS-153]	The Applicants and their appointed agent are reviewing the 91-page document submitted and are trying to meet with the representative of Riplingham Estates Ltd and The Los Trustees prior to deadline 2 to discuss their document with a view of reaching a commercial agreement before the close of the examination.
13	Clarify how the affected persons (J L White and Son, Oliver White, Pamela White, Andrew James Martin White and Albanwise Ltd and Albanwise Synergy Ltd) and their respective land interests are linked and ensure this is appropriately reflected in the **Land Rights Tracker** [AS-045].	J L White and Son, Oliver White, Pamela White and Andrew James White are tenants of Albanwise Ltd and are listed as occupiers in the **Land Rights Tracker (Revision 3)** [document reference 10.4]. Albanwise Synergy Ltd is a company owned by Albanwise Ltd and are a landowner in their own right. The **Land Rights Tracker (Revision 3)** [document reference 10.4] reflects the above.
15	Provide an explanation as to why only Lake Farm, Rose Cottage and St Peters House in Bentley are identified as Category 3 parties when these properties form part of a longer row of properties which are also identified in Requirement 21 of the **draft Development Consent Order** [AS-120], namely Church Cottage, 1-4 Manor Farm Cottages and Keeper's Cottage. If these properties should be	The Applicants are undertaking a review of all Category 3 parties in response to this question and will provide an update following that review by Deadline 2. If any changes are required to the **Book of Reference (Revision 4)** [AS-148] to add or remove Category 3 parties, a revised Book of Reference will also be submitted at Deadline 2. If any new Category 3 parties are identified, the Applicants will write to the affected parties to make them aware of the DCO application and that they are able to take part in the examination process should they wish. This is in accordance with the approach set out in the Government's "Guidance on the pre-application stage for Nationally Significant Infrastructure Projects" (the Applicants note that this guidance is intended to apply to the pre-application stage but submit that the principles set out in relation to any updates to land interests would apply equally during the

Action No.	Action	Applicants' Response
	identified as Category 3 set out any implications that this may have for the Examination.	examination stage). The addition of new Category 3 parties would not trigger the Infrastructure Planning (Compulsory Acquisition) Regulations 2010, as these only apply where additional land is being introduced that would be subject to compulsory acquisition powers.
16	Requirement 21 also identifies: • 156 Victoria Road; • Maurice Wood, Jocks Lodge, Victoria Road; • Bentley Lodge, Victoria Road; • Spring Mount, Victoria Road; and • Rose Villa, Victoria Road as requiring noise limits to be put in place during operation. Only Bentley Lodge is listed in the Book of Reference as having a Category 3 interest. Provide an explanation as to why these properties are not listed and set out any implications for the Examination if they need to be included in the Book of Reference as a Category 3 interest.	Please see response to Action Point 15 above.
17	Confirm whether people would have access to the beach for the duration of the construction works. If access would be restricted or lost provide further details.	The scope of the intertidal works have been removed from the Projects with the acceptance of **Project Change Request 1: Offshore and Intertidal Works** [AS-141]. The only remaining activity that will necessitate beach access is in the event of a construction emergency, such as Frac-out. In such circumstance, personnel would be used to control access to the localised area for health and safety and works control but it is not anticipated to restrict access along the beach.
18	If Crown consent has not been secured before Deadline 8, the Applicants are to provide an explanation at that deadline of how the project could proceed if all Crown land was removed from the Order Limits.	The Applicants will continue to engage with the relevant Crown bodies and remains confident that the relevant consent under Section 135 will be forthcoming. Should this not be the case by Deadline 8, the Applicants will submit a section 135 case at that Deadline. In headline terms, the Applicants would expect to continue to seek consent from the Crown bodies after the close of the Examination, which has happened on many previous DCOs. There is no reason to believe any of the Crown bodies objects to the project in principle. In the very worst case, the absence of consent at the point of the Secretary of State decision would only require the removal of compulsory acquisition powers over the relevant plots, not the removal of the Crown land from the DCO altogether. It would then be a matter for the Applicants to secure the voluntary land rights from the outstanding Crown bodies post consent. In the Applicants' experience whilst these matters go down to the wire on a regrettable number of occasions, they are always resolved. As drafted, the **Draft DCO (Revision 5)** [document reference: 3.1] also includes Article 41 ensures that the DCO is aligned with s.135 PA 2008. The article replicates the protections for the Crown Authorities on the face of the order and ensures that the Applicant must obtain the consent of the Crown Authorities.
19	Respond to the concerns raised by the ExA regarding the **Funding Statement** [APP-033], including a request for it to be reviewed and updated to provide additional information breaking down how the projects costs were calculated and how and when the funding would be secured.	The Applicants note the ExA's concerns re the **Funding Statement** [APP-033] and can confirm that the document will be reviewed and updated by Deadline 2. The document will not be updated with commercially sensitive information relating to a detailed breakdown of actual project costs but will be based on a review of the information contained within **Chapter 28 Socio-Economics** [APP-217].

3 Responses to Issue Specific Hearing 1 Action Points

Table 3-1 The Applicants' Responses to the Examining Authority's ISH1 Action Points held on Wednesday 15th January 2025

Action No.	Action	Applicants' Response
1	Submit a copy of the script read out by under agenda item 3 which provided a brief overview of the draft Development Consent Order (DCO)	This has been included in **The Applicants' Written Summaries of Oral Submissions made at CAH1, ISH1 and ISH2** [document reference 11.4].
2	In relation to Article 7(1), provide clarification as to why the Applicants are seeking exemptions from prosecution for under classes (d), (fb) and (ga) nuisances defined in the Environmental Protection Act 1990.	As set out in the **Explanatory Memorandum (Revision 5)** [document refence: 3.2], the Applicants have sought to restrict the application of this article so that it only applies to nuisances that have been identified as potentially resulting from the Projects, as set out in the **Statutory Nuisance Statement** [APP-229]. **Chapter 26 Air Quality** [APP-208] concludes that through the implementation of mitigation measures proposed with respect to air quality, there will not be any significant effects. The **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094] (secured under requirement 19 of the **Draft Development Consent Order (DCO) (Revision 5)** [document reference: 3.1]) contains the relevant mitigation measures in relation to air quality and dust and it is considered that this will provide adequate control to ensure that no statutory nuisance will occur. On that basis it is not expected that the Projects would give rise to a statutory nuisance under section 79(1)(d). **Chapter 23 Landscape and Visual Impact Assessment** [APP-192] does not identify significant effects arising solely as a result of operational lighting. Following the implementation of the lighting mitigation measures outlined in the ES, the operational lighting principles outlined in the **Design and Access Statement** [APP-233] and the controls provided by Requirement 22 of the **Draft DCO (Revision 5)** [document reference: 3.1] it is not expected that the Projects would give rise to a statutory nuisance under section 79(1)(fb). **Chapter 25 Noise (Revision 2)** [document reference: 7.25] concludes that through the implementation of mitigation measures proposed with respect to noise and vibration, there will not be any significant noise and vibration emissions. The **OCoCP (Revision 3)** [document reference: 8.9] (secured under requirement 19 of the **Draft DCO (Revision 5)** [document reference: 3.1]) contains the relevant mitigation measures in relation to noise and vibration and it is considered that this, alongside requirement 21 of the **Draft DCO (Revision 5)** [document reference: 3.1], will provide adequate control to ensure that no statutory nuisance will occur. On that basis it is not expected that the Projects would give rise to a statutory nuisance under section 79(1)(g) and (ga). This approach has been accepted most recently in the Awel y Môr DCO.
3	Review Article 10(6) and potentially amend wording to include 'as if it were a dispute' to align with the drafting of recent made DCOs.	The Applicants have reviewed the Hornsea Four DCO, the Sheringham Shoal and Dudgeon Extension DCO and the Awel y Môr DCO and note that the Applicants' **Draft DCO (Revision 5)** [document reference: 3.1] drafting already aligns with the wording used in all of those DCOs and so it is not proposed to make any further amendments.
5	Provide additional evidence as to why Article 19 would be required for this application considering the Secretary of State has removed such Articles in favour of protection through the Written Scheme of Investigation on other Offshore Windfarm schemes made DCOs.	The Applicants have further considered the need to include Article 19 in the **Draft DCO (Revision 5)** [document reference: 3.1] and have concluded that it can be removed and the process under the Burial Act 1857 can be followed if any human remains are unexpectedly recovered during construction. The **Outline Onshore Written Scheme of Investigation** [APP-239] will be updated to remove reference to Article 19.
7	Provide further detail as to why proposed capacity and output is not included within the works description. In addition, provide examples/ precedents of made DCOs where this has not been included.	As set out in **Chapter 6 EIA Methodology** [APP-076], the approach taken to the assessment of environmental impacts has been to assess the maximum parameters of the Projects using the recognised Project Design Envelope (or 'Rochdale Envelope') approach. This is because the precise nature and arrangement of the Projects' infrastructure will be subject to detailed design at the post-consent stage. As set out in **Chapter 5 Project Description** [APP-071], the need for flexibility in the consent is a key aspect of any large development but is particularly significant for offshore wind projects, where technology continues to evolve quickly. Therefore, the Projects' Design Envelope must provide sufficient flexibility to enable the Applicants and their contractors to use the most up to date, efficient and cost-effective technology and techniques in the construction,

Action No.	Action	Applicants' Response
		operation, maintenance and decommissioning of the Projects. One of the key aspects of the Projects where flexibility in the Projects' Design Envelope is required is the wind turbine maximum capacity. The maximum wind turbine dimensions, such as turbine height, rotor diameter, spacing between turbines and air gap (between the lowest point of the rotating blade and mean sea level), have all been used undertake the assessment of environmental impacts for the Projects. These maximum dimensions are then secured through Requirement 2 of the **Draft DCO (Revision 5)** [document reference: 3.1] to ensure that the Projects do not exceed the worst case scenario for the environmental assessment. The Applicants note that the approach of not securing a maximum generating capacity has been accepted by the Secretary of State on a number of recent offshore wind farm DCOs, including the Sheringham Shoal and Dudgeon Extensions DCO, the Awel y Mor DCO, the Hornsea Four DCO, the Hornsea Three DCO, the East Anglia One North DCO and the East Anglia Two DCO. The Applicants also note that those DCOs state that the gross electrical output of the relevant project will be "over 100 megawatts" and so the Applicants have made that change in the **Draft DCO (Revision 5)** [document reference: 3.1] to align with the drafting of other recent precedents.
8	In relation to the preamble to Schedule 1, review and potentially amended pre-amble to provide a more specific location of the Proposed Development relative to the recognisable shoreline locations.	The Applicants have reviewed the relevant drafting and amended it to provide reference to the landfall location at Skipsea in order to provide a more specific location for the Projects.
9	In relation to Schedule 1, Works No 29A - Provide clarification whether haul roads/ temporary construction areas would be allowed within ancient woodland. If required, update wording to ensure that the ancient woodland would not be adversely affected by the proposed works.	The Applicants can confirm that it is not the intention for any haul road or temporary working area or laydown area to be located within the Ancient Woodland and have updated the description of Work No. 29A/B within the **Draft DCO (Revision 5)** [document reference: 3.1] to make this clear.
10	In relation to Schedule 1, further associated development (l) work for the benefit or protection of land affected by authorised project, provide details/ precedents why this is necessary and what controls are in place to restrict this.	The wording which precedes the list of "further associated development" works at Schedule 1, Part 1 of the **Draft DCO (Revision 5)** [document reference: 3.1] makes it clear that the types of development listed must fall within the scope of the work assessed by the environmental statement and so the works are controlled in that way. This is necessary to ensure that the Applicants are able to carry out the construction, operation, maintenance and decommissioning of the Projects and the wording in question is intended to ensure that land affected by the authorised project is adequately protected. The drafting in question is well precedented and has been included in the following recently granted offshore wind farm DCOs: • Sheringham Shoal and Dudgeon Extensions DCO – Schedule 1, Part 1, Further Associated Development – paragraph (i); • Awel y Môr DCO – Schedule 1, Part 1, further associated development associated with Work Nos. 4 - 41 – paragraph (r); • Hornsea Four DCO – Schedule 1, Part 1, further associated development associated with Work Nos. 6 to 10 – paragraph (j); • Hornsea Three DCO – Schedule 1, Part 1, further associated development associated with Work Nos. 6 to 15 – paragraph (i); • East Anglia One North DCO - Schedule 1, Part 1, further associated development associated with Work Nos. 34 and 38 - 43 – paragraph (j); and • East Anglia Two DCO - Schedule 1, Part 1, further associated development associated with Work Nos. 6 to 37 – paragraph (j).
11	In relation to Requirement 1, provide further explanation why a time limit of 7 years would be acceptable given the critical national need for low carbon infrastructure identified in the Overarching National Policy Statement for Energy (NPS EN-1).	The Applicants recognise the critical need for low carbon infrastructure and intend to begin construction of the Projects as soon as possible following the grant of consent. However, it can take a large amount of time for a project of this scale and complexity to move into the construction phase following grant of consent, as there are several matters that need to be in place before construction can begin. The Applicants may need to secure a Contract for Difference (CfD) for each Project, and the Applicants are not able to guarantee the timing for this process. The Applicants note that changes have been made to the timings of the CfD auction rounds over recent years, moving from bi-annual to

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		annual and also moving the auction application windows to different months of the year. Any future changes to the process and its timing by Government are entirely outside of the Applicants' control and so contingency must be allowed for in the implementation period for the Projects to reflect this. Additionally, it is well known that there can be long lead in times for the manufacture and supply of major parts of the Projects' key infrastructure, such as wind turbine generators and cabling, due to the current high global demand for such services. The specialist vessels used in the offshore construction are also in particularly high demand at present. Whilst the Applicants intend to seek to commission these services as early as possible, supply chain availability is another factor that could potentially delay the implementation of the Projects. The Applicants therefore consider that, whilst it is the intention to commence construction of the Projects as soon as practicable, a seven year time limit for implementation is proportionate and justified. This approach has been accepted by the Secretary of State on other recent offshore wind farm developments of similar scale and complexity, including the Sheringham Shoal and Dudgeon Extensions DCO, the Hornsea Four DCO and the Hornsea Three DCO.
12	In relation to Requirement 9, review whether sub-paragraphs 6 and 7 should be provided as separate/stand-alone Requirement.	The Applicants have reviewed the **Draft DCO (Revision 4)** [AS-130] and agree with the ExA that it may be simpler during the discharge of requirements process if sub-paragraphs (6) and (7) were provided as a standalone requirement. The Applicants have therefore moved these to a new requirement 36 (permanent access road to onshore converter stations).
13	In relation to Requirement 11, confirm that the proposed Landscape Management Plan includes long term maintenance for the screening of the proposed convertor stations and set out how this would be secured by the Requirement as drafted and/ or review whether drafting of the Requirement needs to be revised to set this out clearly.	The Applicants can confirm that the **Outline Landscape Management Plan (Revision 2)** [AS-096] does include a commitment to long term maintenance of the screening of the proposed Onshore Converter Stations. The Applicants have updated the wording of requirement 11 of the **Draft DCO (Revision 5)** [document reference: 3.1] to make this clear.
15	In relation to Requirement 19 - Provide update on discussions and response to the Deadline 1 submission requested in Action Point 14 at Deadline 2	The Applicants await submission of the information requested in Action Point 14 and will respond at Deadline 2.
16	In relation to Requirement 22, provide explanation whether the Requirement would limit or control any maximum parameters regarding lighting required for the converter station.	The precise lighting requirements for the Projects will be influenced by the detailed design, which will only be fully developed post-consent. The purpose of requirement 22 of the **Draft DCO (Revision 5)** [document reference: 3.1] is to ensure that the relevant planning authority is able to approve a scheme for the mitigation and management of artificial light emissions during the operation of the Projects. Further information in relation to operational lighting is included in section 4.3.3.7 of the **Design and Access Statement** [APP-233], which confirms that the Onshore Converter Stations will only require lighting during maintenance and operational visits for health and safety and security reasons. In additional to the scheme required to be submitted under requirement 22, the Applicants are also required to produce a Construction Lighting Plan, which will be appended to the final Code of Construction Practice, secured by requirement 19 of the **Draft DCO (Revision 5)** [document reference: 3.1]. This will also be submitted to and approved by the relevant planning authority. Further details of construction lighting are included at section 5.11 of the **OCoCP (Revision 3)** [document reference: 8.9]. Further detail on construction lighting is provided in the Applicants' Responses to the Examining Authority's Action Points from ISH2 (Day 2) held on Thursday 16th January 2025, Action point No.3. The Applicants have also added further detail about the Construction Lighting Plan to the **OCoCP (Revision 3)** [document reference: 8.9] at Deadline 1.
17	In relation to Requirement 30, provide background information, explanation and precedents why this Requirement would be required for this application.	At the EIA scoping stage it was proposed that the requirement for assessment of construction and operational port traffic was scoped out of **Chapter 24 Traffic and Transport** [APP-195], on the basis that the port location was not known and is not expected to be confirmed until post DCO determination. Accordingly, the Scoping Report stated the Applicants would *consider a DCO Requirement to produce construction and operational phase Port Traffic "Management Plans once the final location of the preferred base port (or ports) is known".*

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		At this stage the Applicants included the word 'consider' noting that a Port Traffic Management Plan (PTMP) has not been required by the Secretary of State for many offshore windfarms and the views of the Inspectorate and highway authorities were being sought. The Applicants provide the following examples for consideration of where a PTMP has not been required: • The Hornsea Three Offshore Wind Farm Order 2020; • The Norfolk Vanguard Offshore Wind Farm Order 2022; • The Hornsea Four Offshore Wind Farm Order 2023; • The Awel y Môr Offshore Wind Farm Order 2023; and • The Sheringham Shoal and Dudgeon Extensions Offshore Wind Farm Order 2024. The **Scoping Opinion** [APP-232] noted that: *"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"* The **Scoping Opinion** [APP-232] from Hull City Council also noted that: *"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..."* Noting the direction of the Inspectorate and Hull City Council in the **Scoping Opinion** [APP-232], the approach was discussed further with the relevant highway authorities. East Riding of Yorkshire Council agreed that onshore traffic and transport impacts associated with the Projects' offshore construction, operation and decommissioning could be scoped out at a meeting on the 23/11/2022. Separately at a joint meeting with Hull City Council and National Highways on the 21/11/2022 it was agreed that onshore traffic and transport impacts associated with the Projects' offshore construction, operation and decommissioning could be scoped out, subject to a DCO Requirement for a PTMP. Details of this engagement are summarised within **Appendix 24-1 Traffic and Transport Consultation Responses** [APP-197]. Noting the direction from Hull City Council and National Highways that a PTMP would be required and, 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 (Revision 5)** [document reference: 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. In addition, Natural England raised comments in their s42 response regarding operational port traffic (see **Appendix 26-1 Air Quality Consultation Responses** [APP-210]: *"Provide confirmation of the number of operational vehicle movements associated with staff travel to and from ports for vessel movements and if this number scopes in or out of requiring additional air quality assessment."* And: *"There is no consideration of operational traffic impacts contribution in-combination with other plans or projects. Cumulative impacts with other developments could potentially result in significant impacts on nature conservation sites due to emissions to air."* The Applicants' response to these comments stated that: *"To ensure proper assessment and mitigation of potential effects related to the operational phases of the Projects (including cumulative effects), the draft DCO (Volume 3, application ref: 3.1) includes a Requirement to develop a Port Traffic Management Plan (PTMP) once the final base port location is determined".* The Applicants would draw the ExA's attention to the drafting of other consented offshore wind farm DCOs which include similar Requirements for PTMPs. The Applicants provide the following examples for consideration: • The Hornsea One Offshore Wind Farm Order 2014; • The Hornsea Two Offshore Wind Farm Order 2016; • The East Anglia TWO Offshore Wind Farm Order 2022; • The East Anglia ONE North Offshore Wind Farm Order 2022; and • The East Anglia THREE Offshore Wind Farm Order 2017.

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18	In relation to Requirement 30, if it is required, review whether 'construction' should be removed from 'Port Construction Traffic Management Plan'.	Sub-paragraph (1) of requirement 30 restricts the commencement of construction of Works Nos 1A/B until a port construction traffic management plan is submitted to and approved by the relevant planning authority. Sub-paragraph (2) of requirement 30 restricts the operation of Work Nos 1A/B until a port travel plan has been submitted to and approved by the relevant planning authority. It is necessary to retain the word "construction" in sub-paragraph (1) in order to distinguish the plan required for the construction period from the plan required for the operational period. Therefore, the Applicants do not propose to update the wording in the **Draft DCO (Revision 5)** [document reference: 3.1].
19	In relation to Requirement 31, submit a copy of the script relating to the update on alternative funding of military radar mitigation.	This has been included in **The Applicants' Written Summaries of Oral Submissions made at CAH1, ISH1 and ISH2** [document reference 11.4].
20	Provide response whether potential Requirement or Article is required to not allow proposed development to commence until ERYC has received confirmation of grid connection from National Grid (NG) and if it is required provide suggested drafting.	The Applicants do not agree that it is necessary to include an article or requirement within the **Draft DCO (Revision 5)** [document reference: 3.1] that would prevent the commencement of the Projects until the proposed National Grid Birkhill Wood substation is consented. The Applicants are not aware of any precedents where a similar article or requirement has been included. The Applicants developed the Projects' transmission infrastructure as co-ordinated projects in accordance with the National Grid Electricity System Operator (ESO) evolving Holistic Network Design (HND), as updated in February 2024 (HND, 2024). The HND confirmed the Projects will have a radial connection to the proposed National Grid Substation at Birkhill Wood. The Applicants received a grid connection offer from National Grid on the 28th of June 2024, which confirmed the point of connection of the Projects at the proposed Birkhill Wood substation. As set out at paragraph 370 of **Chapter 5 Project Description** [APP-071], the proposed Birkhill Wood National Grid Substation is not part of the Projects and therefore not part of the DCO application. National Grid will seek separate planning permission under the Town and Country Planning Act 1990 (TCPA) for the proposed Birkhill Wood National Grid Substation. The Applicants understand that an application for this development is expected to be submitted to ERYC in February 2025. The Projects require the new substation to be granted planning permission and be fully constructed by National Grid, prior to connection, and the earliest proposed connection date is expected to be approximately 2029. As set out in national policy, the need for new renewable energy generation is significant and urgent (see as an example NPS EN-1 at 3.1.1). The Applicants expect that National Grid's application for planning permission will be in line with relevant national and local policy; and as such the Applicants have no reason to believe that planning permission for the proposed Birkhill Wood substation will not be forthcoming. The Applicants note there are several examples of generating stations being consented prior to consent being granted for the point of connection development. One relevant example of this is the granting of consent for the Hinkley Point C new nuclear power station (2013), before an application for National Grid's Hinkley Point C Connection project was submitted (2014). In addition, the Applicants note that a similar issue was considered by the Secretary of State in granting consent for the Sheringham Shoal and Dudgeon Extensions Offshore Wind Farms DCO. The connection of that scheme required substantial works to be undertaken by National Grid to the Norwich Main substation which did not have planning permission at the time. Whilst the Examining Authority in that case acknowledged the need for additional infrastructure, it concluded (in paragraph 5.4.20 of its Recommendation Report) this was "a matter for NGET to address and not the Applicant given the signed grid connection that is in place … Further, as set out in NPS EN-5 (paragraph 2.3.5 [which is paragraph 2.8.5 in the current version of NPS EN-5]), NGET has a statutory duty to provide a connection whenever and wherever one is required". This position was accepted by the Secretary of State.
22	In relation to Deemed Marine Licence 10, condition 7(2), provide update on how to ensure no materially new or materially different environmental effect from wind turbine components would be possible. Review whether cross-reference to paragraph 8 should be included in condition 7(2). If amendments	Condition 7(2) of DMLs 1 and 2 at Schedules 10 and 11 of the **Draft DCO (Revision 5)** [document reference: 3.1] allow for maintenance of the authorised scheme, including the replacement of major wind turbine components. Any replaced components must still be within the maximum wind turbine generator dimensions that are secured by condition 1 of DMLs 1 and 2; otherwise the undertakers would be in breach of the DML condition, which would be subject to enforcement action by the MMO. The maximum wind turbine generator dimensions have been assessed within the Environmental Statement submitted with the DCO application for the Projects.

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	are required, then amend the same condition in Deemed Marine Licences 11 to 14.	Furthermore, all maintenance activities must be carried out in accordance with the Offshore Operations and Maintenance Plan, which must be submitted to and approved by the MMO prior to the operation of the licensed activities under condition 7 of DMLs 1 and 2. That plan must be reviewed every three years to ensure it remains accurate. The MMO therefore have ongoing oversight of the maintenance activities for the Projects throughout their lifetime. The Applicants therefore do not think it is necessary to amend the drafting of condition 7(2).
23	Provide update on discussions in relation to proposed Protective Provision for the benefit of the B&NHIDB.	The Applicants have updated the protective provisions in Part 4 of Schedule 15 of the **Draft DCO (Revision 5)** [document reference 3.1] to include the amendments requested by the B&NHIDB.
26	At Deadline 8 review and comment on the preferred drafting of any Protective Provisions provided at Deadline 7 and provide a section 127/ 138 case setting out how the draft DCO as drafted would ensure that the Statutory Undertakers would be adequately protected.	The Applicants will provide this information at Deadline 8 if required.
27	In relation to Schedule 19, review formatting of Schedule to enhance readability. Applicants directed to look at Schedule 15 of the DCO for Hornsea 4 as a possible example of how to set it out.	The Applicants are reviewing the formatting of Schedule 19 of the **Draft DCO (Revision 5)** [document reference: 3.1] to consider whether it could be updated to align with the approach used in the Hornsea Four DCO. The Applicants propose to make this change (if considered appropriate) after the majority of the updated documents to reflect Project Change Requests 1 and 2 have been submitted at Deadline 2.
28	Contact Case Team to resolve issues with the Statutory Instrument template used for the draft DCO.	The Applicants can confirm that the formatting issues to add the missing lines to tables within the **Draft DCO (Revision 5)** [document reference 3.1] have now been resolved.

4 Responses to ISH2 Hearing Questions – Offshore Topics

Table 4-1 The Applicants' Responses to the Examining Authority's Action Points from ISH2 (Day 1) held on Wednesday 15th January 2025

Action No.	Question / Clarification	Applicants' Response
Agenda Item 2: Infrastructure and Other Uses		
1	Submit any material prepared in response to the first two matters from agenda item 2.1 (an explanation of wake loss and associated considerations and to what extent does the Crown Estate considers effects of wake loss and effects on annual energy production when issuing leases for offshore wind farms, and how).	**Wake effects/loss** Wake effects are a complex subject. Effects take place within a wind farm and can also take place between wind farms depending on a range of factors. These are brief, high level comments regarding the nature and measurement of wake effects/loss and the context for wind farm design. To date, all new offshore wind projects have been designed to maximise the annual energy production (AEP) of that project. Wake effects are one of the many design considerations which goes into project design. Potential wake effects from a new project on an existing project (or consented project) have not been taken into account in the design of the new project. This has been standard industry practice. This reflects the common industry acceptance that each project would maximise its AEP and that the question of wake effects as between new and existing projects was a matter for The Crown Estate (TCE) in setting the buffer distance for each new licensing round for such new projects. As a result, offshore wind farm design has never sought to take wake effects on other projects into account. The only exception to this has been where a new project sought to be located inside the relevant TCE buffer distance. In that case, the existing project had an outright ability to veto the new project. Such project would only proceed by commercial agreement, where the design of the new project would be one of a number of matters to be settled by private commercial negotiation. In technical terms, wake loss is only one part of the "Turbine Interaction Loss" – the reduction in power at one wind turbine (or wind farm) caused by the thrust on the wind of a second turbine (or farm). The wake loss is the largest of these interactions, and comprises the "shadowing" in the wind behind the first turbine, but generally does not capture other complex effects (such as global blockage, and gravity-wave effects).. Many developers and consultants are moving towards providing only the "total turbine interaction loss" as it is not possible to separate wake loss from blockage in many newer generation models (e.g. computational fluid dynamics). Factors which may influence the extent of wake loss, include: • Wind farm power density (MW per square km); • Capacity and footprint of wind farm and proximity to neighbouring wind farms; • Joint distribution of Wind Direction and Speed; • Turbine Design and Size; and • Sea and Atmospheric Conditions. Wake loss varies throughout the year dependent on prevailing atmospheric conditions, with wind speed and direction being the most significant drivers. There are several ways to model wake losses in a wind farm, with varying complexity depending on the level of detail desired. Wake loss can be estimated using computer modelling software, either a commercially available tool or a proprietary in-house software solution. Modelling of wake loss effects is dependent on information/assumptions of the wind farm that is being proposed as well as the existing operational wind farm (for instance their current yield, downtime, curtailment, internal wakes etc).

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		The Crown Estate and Seabed Leasing Rounds The need to balance competing interests, whilst achieving the overarching policy aims for offshore wind development in the UK was recognised by The Crown Estate (TCE) in setting the parameters for the Round 4 Lease Areas. This approach is set out in the Frazer Nash Consultancy Offshore Wind Leasing Programme **Array Yield Study** [AS-014] prepared for TCE in 2023 (to inform future leasing rounds), which states: *'TCE wishes to designate offshore wind project development areas (PDAs) to maximise the energy production from the portfolio of existing and future wind farms, whilst balancing environmental and other requirements.'* In terms of the extent to which the Crown Estate considers effects of wake loss and effects on annual energy production when issuing leases for offshore wind farms, in The Crown Estate's response to Outer Dowsing Offshore Wind (Generating Station) Examination - Question ExQ1 OG 1.2 of the Examining Authority's written questions [REP2-080]), TCE stated that: "The buffer/stand-off between wind farms (unless developers consent to closer proximity) is a separation distance to enable developers to develop, operate and maintain wind farms by allowing for a range of factors including amongst other matters, wake effects, navigation, and safety; The 2019 Information Memorandum ahead of Offshore Wind Leasing Round 4 set out the requirement that "Projects may not be located within 7.5 km of an existing offshore wind farm (meaning a wind farm at any stage of development which has been awarded an agreement for lease or lease from The Crown Estate) unless the owner of the existing offshore wind farm has given its written consent" This 7.5km was used for the purpose of processing project proposals in the tender only, being higher than the 5km buffers that are specified within the seabed lease agreements (introduced in Round 3); this was for the purpose of de-risking the Round 4 tender by providing additional mitigation and assurance to participants through limiting proximity. " The Applicants are not aware of any concerns being expressed to TCE in relation to the 7.5km buffer proposed for Round 4. There was ample opportunity for such concern to be expressed and, to the Applicants' knowledge the proposed buffer was not a subject of comment or concern in the offshore wind trade press at the time the proposal for Round 4 was emerging.
2	Provide an interpretation on the "conventional wake models" and the Turbulence Optimized Park wake model developed by Ørsted, referred to in the Frazer Nash Consultancy Offshore Wind Leasing Programme Array Yield Study [AS-014] and whether this suggests that this could be considered as an industry recognised wake loss model.	There are a variety of widely used turbine interaction models currently used within the industry, and the level to which each is accepted as "valid" is dependent on both the audience and the task. Leading consultants in the industry use different models, some relying on a combination of different models, illustrating that the industry is, as a whole, unsure of how best to calculate these effects. Hence, no current model is universally "industry recognised". While for current generation wind farms, the TurboPark model has shown good agreement with measurements, it is predominantly heuristic, with internal parameters within the model that have been tuned to measured data. The model is known not to capture the complete underlying physics, for instance momentum is not conserved nor is atmospheric stability accounted for. These deviations from the underlying physics raise concerns regarding the model's ability to predict performance for very large future conditions (for which it was not tuned). This is a highly technical area and it would be a considerable task to explore and achieve an industry consensus for a given wake loss model for a given purpose, even if that was possible. There has been no need to pursue this as each developer to date has been conducting its modelling for its own purposes and not with a view to reaching

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		agreement with another developer (save, potentially, where a new project is within a buffer area, as part of a private commercial negotiation). The Applicants' overall position is that wake effects/loss needs to be addressed outside the planning process, as it was before the Awel y Mor decision. The Applicants would be very concerned if the DCO process was used to seek to identify and seek to impose a given wake loss model.
3	Explain why the wake loss assessment on Dogger Bank A that was referred to in Environmental Statement (ES) Chapter 16 [APP-130] will not be submitted into the Examination	The Applicants' response is deliberately brief and they expect to explain their full position in response to ExA formal questions. Wake effects have not generally been regarded as an environmental effect for the purposes of the EIA Regulations. To the extent that wake effects have been considered the Applicant consider this should be regarded as going beyond the requirements of the EIA Regulations. The Applicants have reviewed their position on this and are removing references to wake effects from the ES. As regards NPS EN-3, it was understood and accepted by the entire offshore wind industry that the policies relating to "other offshore infrastructure and activities" did not include other offshore wind farms. This is not surprising when the reference to 'other' is in a section dealing with offshore wind and when the various examples of 'infrastructure' and 'activities' listed in paragraph 2.8.44 do not refer to offshore wind farms. The 2024 version of NPS EN-3 went through two rounds public consultation and no one interpreted the language as including other offshore wind farms, in accordance with the accepted interpretation of the 2011 version of NSP EN-3 and its place meaning and intent. If the policies had been understood to include offshore wind farms then there would have been intense interest in potential requirement for wake assessments and resistance to this issue being brought into the planning regime, when it was accepted that it was addressed already by The Crown Estate's approach to buffer distances in new seabed leasing rounds. This interpretation would have become a major industry issue with questions raised about the complexities of conducting wake effects in different scenarios (including issues of commercial confidentiality), questions of fairness, the impact on aggregate AEP across the different projects involved in the light of the over-arching policy of maximising renewable energy generation and the fact that there is no body of technical work which considers what mitigation measures in the design of the new project might be available and how they should be applied. It is the Applicants' hope that the new Secretary of State will revert to the original interpretation of EN-3 at which point the need for a wake assessment falls away entirely. If, however, the Secretary of State considers that other offshore wind farms are included within the policies on 'other offshore infrastructure and activities' then the Applicants' view is that the emphasis should be on paragraph 2.8.342 which explains that the Secretary of State should employ a pragmatic approach. This advice is intended to apply to a wide range of infrastructure and activities and what is pragmatic will necessarily vary. In this case, the Applicants' view is that the correct approach would be to accept, in particular, that where a new project has respected (as here) The Crown Estate's buffer distance for Round 4 schemes, as all existing projects knew was possible pursuant to Round 4, that it is not appropriate to expect such a project to conduct wake assessments at all, nor for any form of requirement such as that imposed on Awel y Mor to be contemplated. A pragmatic approach of not requiring wake assessments would also acknowledge that there is no generally accepted way of conducting wake assessments and no accepted suite of measures for designing a new wind farm to reduce the wake effects on another wind farm. Furthermore, it would accept that it is inappropriate for an entire industry to have proceeded on one basis for many years and for identical policy language to then be interpreted and applied in a radically different way. On this basis the Applicants have reflected on their position as regards the NPS and consider they have complied with the NPS. The Applicants are not intending to submit the wake assessment which was carried out in relation to Dogger Bank A.

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7	Provide more robust justification for the conclusions reached in ES Chapter 16 [APP-130] on cumulative effects. For example, could the combination of the potential issues identified in paragraph 67, lead to a significant effect? What would happen if proximity agreements were not agreed?	Section 16.7 of **Chapter 16 Infrastructure and Other Users** [APP-130] has been updated to provide further clarification regarding the conclusions reached in the Cumulative Effects Assessment (CEA). In summary, the potential cumulative effects on Infrastructure and Other Users would be sufficiently mitigated such that there is no potential for cumulative significant effects. As noted during the Issue Specific Hearing 2 (ISH2) (Day 1), crossing and proximity agreements are industry standard mechanisms which deal with interactions between assets and/or works which interface offshore. They are intended to provide protection to asset owners following any damage and/or losses suffered as a consequence of the carrying out of works by another party. These agreements contain reciprocal obligations on the parties which is the standard way to deal with interactions in the offshore industry. Where relevant and required between parties, the DBS Projects will agree crossing and proximity agreements prior to construction as is standard within the offshore industry. It is not considered necessary to have these completed during Examination (as further details on design and construction methodologies will be required). The assumption of proximity agreements being agreed prior to construction between operators has also been made in other offshore wind farm assessments, such as the recently consented Sheringham and Dudgeon Extension projects and Hornsea Project Four. This is a routinely adopted approach as many third parties do not want to engage in crossing agreement discussions until such time as projects are consented and they have reasonable certainty about progressing. In addition, specific project details required for inclusion in agreements are often not available at the pre-construction projects stages of the project due to a lack of detailed design and construction methodologies. The Applicants have engaged with all parties with constructed assets falling in the Offshore Development Area and have no reason to believe that agreements cannot or will not be reached where they are required. As such, the Applicants are confident in stating that proximity agreements will be agreed with other developers and operators, with discussions between the Applicants and other developers and operators already underway.
Agenda Item 3: Military Radar		
8	Provide an update to the 'strategic' Government led military radar mitigation proposals, funding and timing and the effects this would have when considering offshore wind farms. Confirm the 'Air Defence and Offshore Wind Strategy and Implementation Plan' referred to in paragraph 141 of Chapter 15 of the ES [APP-125] relates to Project Njord, which the Applicants referred to during Issue Specific Hearing 1.	The Air Defence and Offshore Wind Strategy and Implementation Plan was published under the previous UK Government in autumn 2021[1]. A new UK Government was appointed in July 2024 who released the Clean Power 2030 Action Plan in December 2024. Within the Clean Power 2030 Action Plan[2], the Government brought forward a new policy on funding of air defence radar mitigation and presented an outline of the Ministry of Defence's (MOD's) Programme Njord (in collaboration with the Department for Energy Security and Net Zero (DESNZ), The Crown Estate, Crown Estate Scotland, the devolved governments, and the Offshore Wind Industry Council). Programme Njord's objectives are to identify, procure and implement a mitigation solution to resolve military radar issues. The action plan discloses that: '*The full costs of the long-term radar mitigation solutions identified by Programme Njord will be funded via an alternative route, delivered by government, and the funding requirement is therefore removed from offshore wind developers'*. It is therefore expected that Programme Njord will deliver the Government's enduring air defence radar mitigation solution that may be needed for the Projects. The Applicants have engaged with the Defence Infrastructure

[1] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1021252/Air_defence_and_offshore_wind.pdf
[2] https://assets.publishing.service.gov.uk/media/677bc80399c93b7286a396d6/clean-power-2030-action-plan-main-report.pdf

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		Organisation (DIO) to understand the funding, timing, and effects of Programme Njord and are awaiting a response to discuss further. The purpose of these discussions will primarily be to agree the wording (if any) of a Requirement to be included within the **Draft Development Consent Order (DCO) (Revision 4)** [AS-130] to an extent that will allow DIO to withdraw its objection. In addition, discussions will be held in relation to the designs of, and programme for, the Projects to allow MOD to consider what mitigation options may be appropriate. For clarity, it should be understood that the mitigation solutions required for any impacts of the Projects on the air defence military radar at Staxton Wold will be for the MOD to select and bring forward, including via their Programme Njord, based on design details and project timelines provided by the Applicants. The Applicants input into the development of mitigation solutions is likely to be very limited from any technical perspective.
9	Noting the representation made by the Defence Infrastructure Organisation [AS-002] and its objection to the proposed project due to the unmitigated impacts to the Staxton Wold Primary Surveillance Radars, provide an update on the effort between both parties to identify realistic and pragmatic solutions to the conflicts. Describe the solutions which have been considered specific to the proposed projects.	The Applicants recognise the potential unmitigated impacts of DBS West on the radar line of site of the Staxton Wold Primary Surveillance Radar (PSR) and concluded the impact to be Not Significant in **Chapter 15 Aviation and Radar** [APP-125], following the application of additional mitigation. In order to ensure that additional mitigation would be secured prior to the operation of DBS West, and in anticipation of the objections received from the DIO, a draft requirement (Req. 31) was included within the **Draft DCO (Revision 4)** [AS-130] which requires appropriate mitigation to be agreed with the DIO. Since the representation was made by the DIO [AS-002] and following submission of the Projects' DCO Application, the UK Government have released a new policy for delivery and funding of air defence radar mitigation within the Clean Power 2030 Action Plan[2] (released in December 2024). The Applicants understand that an enduring radar mitigation solution will be delivered via Programme Njord by the MOD with government funding, removing the funding requirement for a radar mitigation solution from offshore wind developers. The Applicants engaged with the DIO via email in early January 2025 and have expressed that they are keen to understand the basis for agreeing appropriate mitigation for impacts to Staxton Wold PSR within Programme Njord. The Applicants proposed to progress discussions via a call and are awaiting a response from the DIO to confirm a suitable date and time for mitigation discussions to commence. The purpose of these discussions will primarily be to agree the wording (if any) of a Requirement to be included within the **Draft DCO (Revision 4)** [AS-130] to an extent that will allow DIO to withdraw its objection. In addition, discussions will be held in relation to the designs of, and programme for, the Projects to allow MOD to consider what mitigation options may be appropriate. For clarity, it should be understood that the mitigation solutions required for any impacts of the Projects on air defence military radar at Staxton Wold will be for the MOD to select and bring forward, including via their Programme Njord, based on design details and project timelines provided by the Applicants. The Applicants input into the development of mitigation solutions is likely to be very limited from any technical perspective.
10	Provide an update on progress made, with specific reference to the policy tests on this matter set out in the Overarching National Policy Statement for Energy (NPS EN-1), in agreeing the necessary mitigation required to address concerns regarding military radar. The ExA note that the response may need to be high level given the sensitivities around this topic.	National Policy Statement (NPS) assessment requirements are summarised in Table 15-4 of **Chapter 15 Aviation and Radar** [APP-125] and demonstrates where the Applicants have met the relevant policy tests relevant to this matter set out in NPS EN-1. Specifically, the Applicants are satisfied that they have complied with paragraphs 5.5.90 and 5.5.60 of NPS-EN1 which allows consent to be granted where the Secretary of State is satisfied that appropriate mitigation can be achieved, or appropriate requirements can be attached to the DCO to secure these mitigations.

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		In order to ensure that appropriate radar mitigation is agreed between the Applicants and the DIO prior to the operation of DBS West, a draft Requirement was included in the **Draft DCO (Revision 4)** [AS-130]. This requires appropriate mitigation to be agreed with the DIO prior to the operation of DBS West. However, it is now expected that a radar mitigation solution will be delivered through Programme Njord which was announced as part of the UK Government's Clean Power 2030 Action Plan as outlined in response to Action Point 8 and 9 above. Given the evolving nature and timing of the Government's solution, the Applicants are satisfied that they have demonstrated compliance with NPS EN-1 paragraph 5.5.53 which expects relevant parties to have made appropriate efforts to work together to identify realistic and pragmatic solutions to conflicts between the government's energy policies and military interests. The Applicants will continue to engage with the DIO through examination and post-consent to progress mitigation discussions, where appropriate.
11	Confirm whether there are design solutions that could be used to avoid adversely affecting the Staxton Wold Primary Surveillance Radars, such as reducing the area of the proposed west array where turbines could be located or limited to a height outside of the radar line of sight. Where other project or environment constraints would affect design solutions, specific details should be provided.	Turbine tip heights have been reduced from the 450m assessed within the Preliminary Environmental Information Report to the 396m as included within the Environmental Statement. Hence, the Projects have already taken steps prior to the application that will reduce radar line of sight impacts. There are no practical design solutions which would allow DBS West to be delivered with efficiency within the portion of the DBS West Array Area that lies beyond the radar line of sight for turbines of the maximum height included within the worst case design scenario. The area of the DBS West Array Area which lies beyond the radar line of site for the Staxton Wold PSR for the tallest turbines under consideration is approximately 123km^2. In reality, the available area is likely to be less than 123km^2 due to the shape of the remaining available site and other technical constraints such as water depths and ground conditions. The Applicants are targeting a power density for the DBS West project of 5MW/km^2, as this is the minimum power density permitted by The Crown Estate (TCE) lease for the 1,500MW wind farm. The power density of 5 MW/km^2 should be considered in the context of RWE's Sofia wind farm (awarded at Round 3) which has a power density of approximately 2.4MW/km^2]. It is worth noting that the required DBS West power density is already comparatively high. Constructing a wind farm of power densities beyond 5MW/km^2 would lead to a sub-optimal wind yields due to turbine-to-turbine interactions (higher internal wake effects and associated productivity losses) to the great detriment of the economic viability of the Project. If the Applicants were to build out only the 123km^2, assuming the area could be fully utilised for the wind farm, the capacity which would meet the 5MW/km^2 power density would be ~615MW (5MW/km^{2}x 123km^2). However, additional clauses within TCE lease stipulate a formula for determining the minimum power density for wind farms of capacities lower than 1500MW. Use of this formula would lead to a minimum generation capacity of 853MW being required on this footprint equating to a further increased power density of 6.93MW/km^2. An HVDC offshore wind project situated more than 100km from shore would not be economical to build out with a capacity of 853MW. Existing HVDC designs are for projects of significantly larger capacities than this (e.g. 1200MW) and the fixed costs of the cables and converter stations would not be reduced in line with the reduced generation capacity. Additionally, apart from one project with a HVAC connection, 6.9 MW/km^2 is higher than targeted by other UK Round 4 projects. Thus, it could be expected that any project progressing on the basis suggested would be at a highly significant competitive disadvantage in the Contracts for Difference auctions. In considering the above, it is clear that there is no economically viable project that could be constructed in an area of 123km^2 to the required power densities where such a wind farm is situated more than 100km from shore.

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		As an alternative to reducing the development footprint, the Applicants could constrain its maximum turbine height to remove the interference with Staxton Wold PSR. However, the Applicants have already reduced the tip heights through the design phases of the Project and have not selected a turbine for the Project at this time. The Applicants do not want to limit the opportunity for the Project to use a turbine of the heights included in the project design envelope that may come to market, particularly if there are delays due to the consenting process or due to failing to secure Contract For Difference at the first opportunity. The primary reason for this is that, historically, the larger rated (and thus taller) turbines deliver the most attractive business cases due to reductions in foundation numbers and offshore installation activities and the costs associated with these aspects of project delivery. There are further environmental constraints to consider which work contrary to the radar impact benefits observed through the use of higher numbers of smaller turbines. Chiefly these constraints include pressures to increase the lower blade tip to sea clearance (i.e. to use taller turbines) to minimise collision impacts on kittiwake inhabiting the Flamborough and Filey Coast SPA. This constraint provides a push towards the use of smaller numbers of larger turbines, working against the benefits achieved through reductions in radar interference that might be achieved through the use of smaller turbines. In light of the above, it is clear that there are significant disadvantages associated with constraining the development area to 123km^2 and to the use of larger numbers or smaller turbines. These range from making the project wholly inviable from a commercial perspective, to reducing overall efficiency and increasing energy costs for the consumer as well as increasing Adverse Effects on the Integrity of the Flamborough and Filey Coast SPA. Developing a project of the highest permissible capacity and efficiency is of considerable value to the UK as a whole when the context of critical national need for the development of significant renewable energy capacity is considered.
Agenda Item 4: Marine and Coastal Processes		
12	Explain why, in the Dogger Bank Special Area of Conservation (SAC), you cannot commit to using a fall pipe for the deposition of dredged material and explain which options, in addition to using a fall pipe, are currently being considered. Explain when a decision will be made on what tool would be used.	There are two types of dredging methods that could be considered: - Using a backhoe dredger mounted on a barge. This method uses a bucket on the end of a mechanical arm (a boom) to remove sediments from the seabed. This method is typically used in shallower harbour conditions. It not suitable for the water depths encountered along the DBS export cable corridor due to limitations of arm lengths. - Using a Trailing Suction Hopper Dredger (TSHD). This is the preferred method seabed preparation in the offshore wind industry and it is the preferred method for the Projects. Further information on TSHD is provided below. A TSHD vessel is positioned along the theoretical centre line of the burial trench. A suction pipe with a drag head attachment is lowered to the seabed, the dredge pumps are started and pre-sweep operations commence, with sediment and sea water sucked up the suction pipe and passed into a hold or hopper aboard the vessel. After a layer of material is dredged, the dredging vessel repositions itself and lowers the drag head to begin the next pass. On each pass the height of the seabed is reduced. The operation is repeated until the desired depth, or a desired shape within the seabed, has been achieved. Note that during the dredging phase, the TSHD is following the drag head path in a linear fashion. The dredged material along that line, which may well be heterogenous (mixed) in character both laterally and / or vertically, will be subject to further mixing within the hopper. Given that the substrate itself can consist of heterogenous deposits on the sea floor which are subject to further mixing along the suction pipe and in the dredger's hopper it is not possible to sort and separate "like" sediments of a specific character for disposal.

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		With regards to disposal methods, it is important to clarify that fall pipes are not practicable for the disposal of dredged material as they would not be equipped on a TSHD. Fall pipes are typically used to deliver rock to the seabed during the installation of scour and cable protection. Thus, fall pipes are normally found on rock installation vessels and not dredgers. In terms of disposal from TSHD vessels, there are three main options: 1. A floating pipe - This involves the use of a floating pipe managed by a tug boat which discharges sediment close to the water's surface. It is generally used close to a land location that has materials similar to the material that was dredged. This method is not suitable for sand wave clearance along an export cable corridor that runs 100km+ away from the coast. 2. Rainbowing – This involves spraying a jet of water and sediment from the dredge vessel in an arc through the air onto the sea surface. The Applicants have indicated that they would not do this as this process was not considered in the worst case design scenario. 3. Bottom deposition/open door disposal - This involves opening bay doors (hatches) on the underside of the vessel which lead to the hopper, allowing the sediment to be released from the underside of the TSHD. This is the preferred method for sand wave clearance operations. It does not require additional support vessels, it is comparatively quick, which will help to reduce the overall duration of the dredging campaign, and it can be done in a controlled way over a distance, rather than discharging in one go in a concentrated fashion. It is usually done in close proximity to the area from which the sediment was obtained. To reiterate, the use of a fall pipe to dispose of sediment after dredging is not practicable. Further, they are not typically found on TSHD vessels. The Applicants' preferred method of dredging is to carry out seabed preparation using a Trailing Suction Hopper Dredger to prepare the seabed for construction activities where necessary and to use the technique of bottom deposition to discharge the sediments within the consented disposal grounds. The Applicants' preferred method is in alignment with the worst case scenario considered within **Chapter 8 Marine Physical Environment** [APP-080] and the marine physical process modelling which informed this chapter 7.8.8.3 **Appendix 8-3 – Marine Physical Processes Modelling Technical Report** [APP-084]. With embedded mitigation in place, the assessment of the effects of seabed preparation for cable and foundation installation (dredging works) as informed by the modelling undertaken identified a negligible effect. As a result, no additional mitigation for sediment disposal is deemed necessary by the Applicants.
13	Provide an update to the submitted Cable Burial Risk Assessment (Appendices A and B of Cable Statement [AS-078] and summary of why and where cable protection may be required.	Cable protection refers to measures and systems designed to protect subsea cables. The protection ensures that the cables remain safe from physical damage, environmental factors, and other threats throughout the life of the wind farm. Cable protection is needed for the following reasons: 1. Physical Damage Prevention: Offshore wind farms are located in marine environments where subsea cables are vulnerable to physical damage. This can occur from various sources: ○ Fishing activities ○ Ship anchors and vessel movements ○ Subsea equipment 2. Environmental Protection: Cables are exposed to harsh conditions such as: ○ Strong currents and waves which can cause wear and tear, or displace the cables

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		○ Biofouling (growth of marine organisms like barnacles) which can add weight and drag, damaging cables over time 3. Longevity and Reliability: cables must be able to withstand a project lifespan of many decades The principal methods for protecting DBS cables are the cable design itself, which includes steel armouring, and cable burial to a pre-determined depth. Remedial cable protection (to which we understand the question to be referring) typically consists of the deposition of large rocks/gravel and/or concrete mattresses around cables to protect from physical damage, and/or prevent exposure to currents / seabed movements in areas where cable burial to the target depth of lowering is not possible e.g. crossings, or in areas of sub or outcropping rock. Cable burial is always the preferred method of cable protection – there is no desire for the Applicants to use more remedial cable burial protection than is absolutely necessary, as it increases costs and, in some instances, risks of cable damage which can be caused by the presence of the rock itself. However, in some circumstance its use is unavoidable due to ground conditions (which may or not be predicted) or other unforeseen challenges during cable installation itself. In determining where remedial cable protection may be required prior to construction, key details to be resolved through careful analysis include: 1. The depth of burial which is to be targeted, as this can impact the probability of achieving successful burial and the likelihood of remedial protection being needed. 2. The burial installation methodology and specific tools to be used. To address the required depth of burial and potential protection requirements, the Applicants have embarked upon industry standard Cable Burial Risk Assessments (CBRA) for the export cable and cabling within the Array Areas, following Carbon Trust guidance (Guidance for the Preparation of Cable Burial Depth of Lowering Specification, CTC835, February 2015). A CBRA consists of an assessment of natural and anthropogenic threats to cable integrity, with a probabilistic assessment of risk mitigation by burial. Where sufficient protection through burial is unlikely to be achieved, remedial cable protection can be proposed. Key inputs to CBRAs are the availability of site investigation data along the cable corridors. Hence, CBRAs are iteratively updated as understandings of ground conditions develop. Typically, and as is the case for the DBS projects, updates to the CBRAs will be made throughout the pre to post consent project phases, right up to the point of construction. It should be noted that CBRAs are predictive in nature, during construction it may transpire that burial to target depths proves possible in areas where it was not thought achievable, or vice versa. Hence, the locations and total quanta or cable protection are not fully realised for a project until construction has been completed. In addition to any protection installed during construction, remedial or additional protection may be required during the operational phase of an offshore wind project. The Applicants included the preliminary DBS array and export cable CBRAs in the application. These formed Appendices A and B respectively in the **Cable Statement (Revision 2)** [AS-078]. **Cable Statement (Revision 2)** [AS-078] is being further updated following the acceptance of **Project Change Request 1: Offshore and Intertidal Works** [AS-141]. An update of this document will be submitted with an update to Appendix B (the export cable) at Deadline 2 as this CBRA was recently updated following the acquisition of further survey data from the cable corridor. Appendix A (array area CBRA) cannot be updated at this time as the

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		Applicants are not planning to develop a revised version until the turbines are chosen, further geotechnical surveys have been completed and the array layout is finalised. As geotechnical surveys of the DBS East Array Area are not happening until summer 2025 it is not anticipated that an update to this CBRA will be available in time to provide an update within DBS Examination. As stated previously, both CBRAs will undergo further iterations up to the point of construction and final remedial cable protection locations and quanta will not be known until construction is completed. The final volumes, areas and locations of remedial cable protection will not exceed the worst case values presented in the **Draft DCO (Revision 5)** [document reference 3.1]. The predicted final volumes, areas and locations of anticipated remedial cable protection will be included in the final Cable Statement(s) which will require MMO approval under each deemed Marine Licence prior to the commencement of construction. The final Cable Statement(s) will be produced in alignment with **Cable Statement (Revision 2)** [AS-078]). Conditions within each deemed Marine Licence (e.g. Condition 23 in Schedule 10) require the Applicants to report to the MMO and the relevant statutory nature conservation bodies the details of the cable protection and scour protection used within the authorised scheme following the completion of construction. Thus, it is clear that there will be a high level of control of the deployment of remedial cable protection prior to and beyond construction. The Applicants again wish to clarify that the primary means of cable protection is burial and that every effort will be taken to reduce the use of costly, time-consuming measures through appropriate cable design, routeing and micro-siting and the selection of the most appropriate installation methods. Aside any environmental concerns, the Applicants are deeply incentivised to minimise the use of remedial protection at all project stages.
14	Review Natural England's Relevant Representation (RR) [RR-039] in relation to seabed mobility. Explain why the information in relation to seabed mobility provided in ES Chapter 8 [APP-080] is considered to be 'a more useful baseline than regional information on sediment transport pathways'.	Natural England's Relevant Representation with respect to seabed mobility is outlined in Natural England's Relevant Representation [RR-039] (NE ref B43). They advise "a seabed mobility assessment should be carried out to inform the cable burial assessment". The Cable Burial Risk Assessment (CBRA) is currently preliminary pending further design and survey information (see Action 13 above). The CBRA is an iterative process that will be updated regularly as pertinent information becomes available. The CBRA and cable routing studies will include an assessment of seabed mobility, but these will not reach their final iteration within the Examination timeframe, although an update to the export cable CBRA (Appendix B - Cable Statement (Revision 2) [AS-078]) will be provided at Deadline 2.
Agenda Item 5: Commercial Fisheries		
15	Referring to the magnitude of impact in Table 13-11 of Chapter 13 [APP-117], provide evidence that impacts up to 7 and 30 years would be low and medium magnitudes respectively. Provide examples of this approach from other applications and why the particular number of years selected for this application are appropriate.	The magnitude of impact definitions, presented in Table 13-11 of **Chapter 13 Commercial Fisheries** [APP-117], have been informed by and are compliant with a number of key guidance documents set out in Table 6-1 of **Chapter 6 EIA Methodology** [APP-076]. Specific policy, legislation and guidance relevant to commercial fisheries is also detailed within section 13.4.1 of **Chapter 13 Commercial Fisheries** [APP-117], including policies relevant to commercial fisheries from the North East Inshore, East Inshore, North East Offshore and East Offshore Marine Plans and the National Policy Statement. As well as the above highlighted guidance in Table 6-1 of **Chapter 6 EIA Methodology** [APP-076], the definition of magnitude of impact has also been informed by consultation with the Commercial Fisheries Working Group (CFWG). The definitions are primarily based on the impact duration and the estimated reduction in value in terms of a commercial fishing receptor's annual landings. To assess duration of impact the low magnitude of 7 years was agreed upon to allow assessment of the realistic worst case design parameters set out in Table 13-2 of **Chapter 13 Commercial Fisheries** [APP-117] where DBS West and DBS East is constructed sequentially.

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		The medium magnitude of impact where the impact would be long-term (i.e. less than 30 years), though reversible and is likely to occur, was agreed upon to allow assessment within the anticipated lifetime of the project (see of **Chapter 13 Commercial Fisheries** [APP-117]). The CFWG were presented with the definitions of magnitude of impact during a meeting on 22nd November 2023 (see **Appendix F - Non-Statutory Consultation and Engagement** [APP-043]) and did not raise any concerns over the durations used to define the magnitude of impact. Consultation is detailed in **Appendix 13-1 Commercial Fisheries Consultation Responses** [APP-119] and the meeting minutes presented in **Appendix F - Non-Statutory Consultation and Engagement** [APP-043]. Other applications which have used comparable timescales to define the magnitude of impact for their assessments include the Morgan and Mona Offshore Wind Projects, which use less than 5 and 35 years to define low and medium magnitudes respectively.
16	The National Federation of Fishermen's Organisation (NFFO) have indicated concerns regarding elements of the magnitude of impact methodology and figures used by the Applicants in the ES. The Applicants indicated that this would be addressed by the SoCG. Provide a copy of the SoCG.	The Applicants confirm that a SoCG with the NFFO will be provided at Deadline 1. As detailed within the meeting minutes presented in **Appendix F - Non-Statutory Consultation and Engagement** [APP-043] of the CFWG, neither attending members of the NFFO raised any concerns when presented with the methodology at the meeting on 22nd November 2023.
17	Evidence that the 50, 11-50 and <11 percentage reductions in area or annual value of landings, in relation to the economic losses to fishing receptors are to be considered high, medium and low respectively as stated in Table 13-11 of Chapter 13 [APP-117]. Add further detail to what has been submitted to evidence these conclusions.	As well as the above highlighted guidance in Table 6-1 of **Chapter 6 EIA Methodology** [APP-076], the definition of magnitude of impact has also been informed by consultation with the CFWG. The definitions are primarily based on the impact duration and the estimated reduction in value in terms of a commercial fishing receptor's annual landings and outlined in Table 13-2 of **Chapter 13 Commercial Fisheries** [APP-117]. In response to consultation with the CFWG as a result of S.42 Preliminary Environmental Impact Report (PEIR) consultation, detailed in **Appendix 13-1 Commercial Fisheries Consultation Responses** [APP-119], the definition of low and medium magnitude of impacts were updated between the PEIR stage and final ES. Specifically, the definition of Low was amended from a "5-20% reduction in annual value of landings" to a "5-10% reduction in annual value of landings". Similarly, the medium magnitude of impact definition was amended from a "21-50% reduction in annual value of landings to a "11-50% reduction in annual value of landings. The estimated percentage reduction in annual value of landings valuations were used in order to provide some form of semi-quantitative assessment, i.e. to not just rely on potentially vague definitions such as "a medium or slight impact on revenue", as included in a number of other applications in the region of DBS West and DBS East. The evaluation of impact magnitude has been informed by expert judgement that is based on data analysis, stakeholder feedback, the Array Area layouts presented and how these may affect fishing activity. The Applicants have provided additional transparency by using percentage values for the benefit of stakeholders, although the assessment is not required to provide a detailed representation of economic impact on individual vessels with this not being a common approach in the industry.
18	Section 13.6 of Chapter 13 [APP-117] explains that three scenarios have been considered in the assessment of significance: SAC fishing restrictions would be in place; SAC fishing restrictions would be revoked; and the offshore export cable corridor (ECC) would be constructed. Explain why assessing the offshore ECC in isolation is appropriate to inform the environment impact assessment, given that constructing the proposed offshore ECC separate to the east or west array is not an option in the proposed works description.	Impacts have been assessed in section 13.6 of **Chapter 13 Commercial Fisheries** [APP-117] for the Project alone during the construction, operation and decommissioning phases, for the development of: 1. DBS East and/or DBS West in isolation; 2. DBS East and DBS West together (concurrent or sequential development)

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		The realistic worst-case scenario for the above scenarios have been assessed for three further scenarios: 3. Impacts within the Arrays for the Dogger Bank SAC Byelaw[3] to remain in place. 4. Impacts within the Arrays if the Dogger Bank SAC Byelaw is revoked. 5. Impacts within the Offshore Export Cable Corridor. The worst-case parameters used within the assessment are detailed within Table 13.1 of **Chapter 13 Commercial Fisheries** [APP-117]. Although construction of the Offshore Export Cable Corridor will not occur separately to the construction of the DBS East or DBS West Array Areas, the Offshore Export Cable Corridor is largely outside of the Dogger Bank SAC (except for approximately 20km of the DBS East and DBS West Offshore Export Cable Corridor). Therefore, if the Dogger Bank SAC were to remain in place or be revoked, impacts within the Offshore Export Cable Corridor are considered to stay the same. As such, impacts within the Offshore Export Cable Corridor were assessed separately. The byelaw was introduced by the MMO and came into force on 13th June 2022. This byelaw covers approximately 12,399km² of seabed area and overlaps with the entirety of the Array Areas. It also overlaps with approximately 20km of the DBS East Offshore Export Cable Corridor and DBS West Offshore Export Cable Corridor. This byelaw prohibits bottom towed fishing across the whole of the Dogger Bank SAC and buffer zone, to protect sensitive shallow water sandbank habitats. During operation, it is assumed that there would be no material loss of fishing grounds along the Offshore Export Cable Corridor, except during temporary and short-term repair and remediation events, as described in section 13.6.2.1.1.3 of **Chapter 13 Commercial Fisheries** [APP-117]. As such, greatest impacts within the Offshore Export Cable Corridor would be largely restricted to the construction phase. In addition, receptor groups within the Offshore Export Cable Corridor generally comprise of dredge and static gear receptors, whilst demersal, pelagic and otter trawlers are more common to the DBS East and DBS West Array Areas. The distribution of fishing activity is described in section 13.5.3 of **Chapter 13 Commercial Fisheries** [APP-117] and in more detail in **Appendix 13-2 Commercial Fisheries Technical Report** [APP-120]. Given the distinction between receptor groups operating within the Offshore Export Cable Corridor and DBS East and DBS West Array Areas, assessing the Offshore Export Cable Corridor as a separate scenario also aided distinguishing impacts to these receptors during the construction and operation phases.
19	Review section 13.6.1.1.3 of Chapter 13 of the ES [APP-117] and update the receptor sensitivities to be consistent with the definitions in Table 13-10 of the same chapter.	Following a review of section 13.6.1.1.3 of **Chapter 13 Commercial Fisheries** [APP-117], it has been determined that the intertidal netters receptor group should be amended from a medium sensitivity to a high sensitivity in order to remain consistent with definitions provided in Table 13-10. It should be noted that amending this receptor group's sensitivity to high, will not alter any of the significance of effect conclusions for impacts to loss or restricted access to fishing grounds during construction and operation for intertidal netters as the magnitude is Negligible. The significance of effect will therefore remain Minor Adverse for construction, section 13.6.1.1.4, and operation, section 13.6.2.1.4 for the intertidal netters receptor group.

[3] The byelaw was introduced by the MMO and came into force on 13th June 2022. This byelaw covers approximately 12,399km2 of seabed area and overlaps with the entirety of the Array Areas. It also overlaps with approximately 20km of the DBS East Offshore Export Cable Corridor and DBS West Offshore Export Cable Corridor. This byelaw prohibits bottom towed fishing across the whole of the Dogger Bank SAC and buffer zone, to protect sensitive shallow water sandbank habitats.

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21	Provide, or signpost where it can be found in the submitted documents, how the cumulative effects of all the schemes and the proposed projects combined have been assessed within ES Chapter 13 [APP-117]. Table 13-44, indicates that the cumulative effects associated with the proposed projects and other schemes have been assessed individually.	Table 13-44 summarises all the plans and projects (schemes) that were screened in for assessment within the CEA in section 13.8 of **Chapter 13 Commercial Fisheries** [APP-117]. A seven tier system, based on the guidance issued by Natural England and Defra (Parker *et al.*, 2022), has been employed as presented in **Appendix 6-2 Offshore CEA Methodology** [APP-077] and a tier level has been assigned to each scheme. Fully operational Tier 1 schemes are considered as part of the baseline conditions (Section 13.5) and it is not expected that these schemes would contribute to cumulative effects, therefore, Tier 1 schemes have not been the subject of further assessment in the CEA. Tier 1 schemes include Strategic Plans, the Viking Link Interconnector and Protected Areas, with the exception of the Dogger Bank SAC as this byelaw is subject to review every 5 years. All other schemes that were not fully operational at the time of assessment from Tiers 2-7 are screened for further assessment. For potential cumulative effects during construction, each scheme has been discussed on an individual basis in section 13.8.1 of **Chapter 13 Commercial Fisheries** [APP-117] to identify potential overlap in construction timelines, distance to the DBS Array Areas and Export Cable Corridor, consented capacity/scale and commercial fisheries impact assessment results to inform the CEA. Where schemes are not identified to have overlapping construction timelines or have not submitted sufficient information to be assessed, these schemes are not considered further and screened out of the CEA. These schemes include: • Dogger Bank A (construction estimated to be complete by 2024) • Dogger Bank B (construction estimated to be complete by 2024) • Sofia (construction estimated to be complete by 2024) • Eastern Green Link 3 and 4 (sufficient information not yet submitted) It should be noted that the CEA is a more qualitative assessment than the assessment of significance for the Project alone in section 13.6. However, the information provided within section 13.8.1 (summarised above) has been considered on a cumulative basis and provides a significance of impact in section 13.8.1.1.3. This approach is followed throughout section 13.8.1, whereby schemes are discussed individually to provide context to the assessment within the magnitude of effect section and then these schemes are considered on a cumulative basis in the significance of impact section for each impact assessed. A similar approach has been taken for potential cumulative impacts during operation and is detailed within section 13.8.2 of **Chapter 13 Commercial Fisheries** [APP-117].
Agenda Item 6: Marine Ecology		
22	Provide citation for any other projects for which a value of 'low' has been allocated for habitats or species that provide prey items for other species of greater conservation value and deemed appropriate by the Secretary of State or has been put forward in a DCO Application which is yet to be determined.	Please see the Applicants' responses to RR-039: C20 in the **Response to Natural England's Relevant Representations** [AS-048]. The 'value' of a receptor forms an important element within the Environmental Impact Assessment, for instance if the receptor is a protected species or habitat it is considered to be of higher value than a habitat or species that is not protected. It is important to understand that high value and high sensitivity are not necessarily linked within a particular effect. A receptor could be of high value (e.g. Annex I habitat) but have a low or negligible physical / ecological sensitivity to an effect. Similarly, low value does not equate to low sensitivity and is judged on a receptor-by-receptor basis. Therefore, value is considered, where relevant, as a modifier for the sensitivity assigned to the receptor, based on expert judgement. Like the Applicants, Norfolk Vanguard (Table 10.4 of Chapter 10 Benthic and Intertidal Ecology), Norfolk Boreas (Table 10.4 of Chapter 10 Benthic and Intertidal Ecology) and North Falls (Table 10.9 of Chapter 10 Benthic and

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		Intertidal Ecology) all assigned a value of 'low' for '*Habitats or species that provide prey items for other species of conservation value*'. Whereas, Sheringham and Dudgeon Extension Projects (Table 8-9 of Chapter 8 Benthic Ecology), and Morecombe (Table 9.8 of Chapter 9 Benthic Ecology) assigned a 'medium' value. Differences between projects relate to the circumstances of those projects. Even with the differences in subjective views of the classification of receptor 'value', none of these projects assigned a greater than minor adverse significance of effect to the construction or operational impacts for Benthic and Intertidal Ecology. Although the overall effect of habitat loss due to the construction of the Projects will be to reduce the area available for foraging and the extent of habitat for prey species, habitat loss effects will be negligible given the small proportion of habitat occupied by the structures compared to the large foraging ranges of their predators, as indicated by the distances used in relation to screening. Similarly, although offshore wind structures may provide new foraging opportunities for some species (e.g. Clausen *et al.*, 2021[4]; Russel *et al.*, 2014[5]) habitat gain effects are expected to be negligible in the context of foraging ranges.
23	The Marine Management Organisation (MMO), Natural England and the Royal Society for the Protection of Birds provided substantial comments in their respective Relevant Representations (RR) [RR-030], [RR-039] and [RR-049] regarding concern over the scope and wording of ecological monitoring contained within the draft Development Consent Order (DCO) and Deemed Marine Licences (DMLs). This includes but is not limited to comments on marine mammal monitoring, ornithological monitoring and improvements to the sandeel monitoring proposed. Provide a summary of changes made in Revision 3 of the draft DCO [AS-120] to address concerns by these organisations regarding post consent monitoring of marine ecological features.	It is not appropriate at this stage of the project to finalise monitoring proposals, as these depend on the final design, programme, and compensation measures required. Therefore, the Applicants consider that whilst it is currently possible to state the options that would be considered, it would not be appropriate to finalise and commit to detailed monitoring proposals at this time. In particular it would not allow for results or lessons from current monitoring or studies to be incorporated. For these reasons, the monitoring plan included within the submission is indicated as being 'in-principle'. A summary of the changes made to the **Draft Development Consent Order (Revision 5)** [document reference: 3.1] following the Applicants consideration of Relevant Representations is provided below: • Condition 13 (3) of Deemed Marine Licences 3 and 4 have been amended to commit to no anchoring taking place within the Holderness Inshore Conservation Zone (MCZ). As such, there is no longer any potential for direct impacts during cable installation activities to occur within the MCZ, ensuring no monitoring is required for direct impacts on the MCZ. • Deemed Marine Licences 1-5 (Condition 20, 20, 18, 18 and 14 respectively) have been updated to state that (in relation to pre-construction monitoring and surveys) '*When any surveys are carried out in accordance with sub-paragraph (5) a survey report must be submitted to the MMO following completion of the relevant survey. Any report submitted under this sub-paragraph must be submitted prior to the commencement of licensed activities for the relevant stage'.* • The wording of DML 1: Condition 20 (2), DML 2: Condition 20 (2), DML 3: Condition 18 (2), DML 4: Condition 18 (2) and DML 5: Condition 14 (2) was amended to the text requested by the MMO in their Relevant Representation. • The wording of DML 1: Condition 20 (4), DML 2: Condition 20 (4), DML 3: Condition 18 (4), DML 4: Condition 18 (4) and DML 5: Condition 14 (4) was amended to the text requested by the MMO in their Relevant Representation. • The wording of DML 1: Condition 20 (4) (a), DML 2: Condition 20 (4) (a), DML 3: Condition 18 (4) (a), DML 4: Condition 18 (4) (a) and DML 5: Condition 14 (4) (a) was amended to the text requested by the MMO in their Relevant Representation.

[4] Clausen, K.T., Teilman, J., Wisniewska, D.M., Balle, J.D., Delefosse, M. & van Beest, F.M. (2021). Echolocation activity of harbour porpoises, Phocoena phocoena, shows seasonal artificial reef attraction despite elevated noise levels close to oil and gas platforms. Ecol Solut Evid. 2021; 2: e 12055. DOI: 10.1002/2688-8319.12055.

[5] Russell, Deborah J. F., Sophie M. J. M. Brasseur, Dave Thompson, Gordon D. Hastie, Vincent M. Janik, Geert Aarts, Brett T. McClintock, Jason Matthiopoulos, Simon E. W. Moss, and Bernie McConnell. "Marine Mammals Trace Anthropogenic Structures at Sea." Current Biology 24, no. 14 (July 21, 2014): R638–39. https://doi.org/10.1016/j.cub.2014.06.033

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		• The wording of DML 1: Condition 22 (3) (a), DML 2: Condition 22 (3) (a), DML 3: Condition 20 (3) (a), DML 4: Condition 20 (3) (a) and DML 5: Condition 16 (3) (a) was amended to the text requested by the MMO in their Relevant Representation. • The wording of DML 1: Condition 22 (3) (e), DML 2: Condition 22 (3) (e), DML 3: Condition 20 (3) (e), DML 4: Condition 20 (3) (e) and DML 5: Condition 16 (3) (e) was amended to the text requested by the MMO in their Relevant Representation. • The wording of DML 1: Condition 23, DML 2: Condition 23, DML 3: Condition 21, DML 4: Condition 21 and DML 5: Condition 17 was amended to the text requested by the MMO in their Relevant Representation • Condition 15 (1) (b) (aa), Condition 15 (1) (b) (aa) (bb) and (cc), Condition 13 (1) (b) (aa) (bb) and (cc), Condition 13 (1) (b) (aa) (bb) and (cc) and Condition 11 (1) (b) (aa) (bb) and (cc) of Deemed Marine Licences 1-5 (respectively) have been updated to reflect that detail of the pre-construction surveys and an outline of all proposed pre-construction monitoring will be submitted at least six months prior to the first survey. It should be noted that the specific details of the proposed post-consent monitoring are not presented in their entirety within the draft DCO, instead referring to other documents such as the **Outline Guillemot [and Razorbill] Compensation Implementation and Monitoring Plan** [APP-057] and **Outline Marine Mammal Mitigation Protocol (Revision 2)** [AS-100 and AS-101] where updates have been made following consideration of Relevant Representations received by the Applicants. The Applicants have disagreed with some proposed amendments to post-consent monitoring provided in the Relevant Representations, or noted monitoring plans will be updated at a later date in the examination process (see **The Applicants' Responses to Relevant Representations** [PDA-013], **Response to Natural England's Relevant Representations (Appendix G & H)** [PDB-006] and **Response to Natural England's Relevant Representations** [AS-048] for further information). The Applicants await responses from stakeholders on **The Applicants' Responses to Relevant Representations)** [PDA-013] to determine if there is agreement regarding the Applicants' approach to post-consent monitoring. The approach outlined in this response regarding the development of post-consent monitoring and its inclusion within the **Draft Development Consent Order (Revision 5)** [document reference: 3.1] is considered standard in offshore wind farm applications, with other recently consented wind farms such as the Sheringham Shoal and Dudgeon Extension projects and Hornsea Project Four following a similar developing approach through examination and post-consent phases.
24	Provide further detail on how the Applicants are considering collaborating on marine ecological monitoring with other developers and sea users.	The Applicants have no present plans to collaborate with other sea users in relation to marine ecological monitoring at the present time as there are no synergies with other projects that are readily apparent. The Applicants remain open to discussions relating to collaborative monitoring should suitable synergistic opportunities arise. The Applicants have shared the results of the benthic characterisation survey with Cefas's OneBenthic initiative. Further details of this collaborative data-sharing exercise are available here https://rconnect.cefas.co.uk/onebenthic_portal/. The Applicants may engage further with this initiative following the completion of benthic surveys conducted in the future. In addition, the results of all of the DBS characterisation surveys have also been uploaded to The Crown Estate's Marine Data Exchange (www.marinedataexchange.co.uk) a publicly accessible data resource. The data and reports uploaded by the Applicants to this portal will be published in due course.

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		At a strategic level, RWE Renewables (an equity holder in the Applicants companies) is actively involved with the following collaborative initiatives: • The Offshore Wind Strategic Monitoring Research Forum (OWSMRF), which is addressing wider knowledge gaps and industry priorities, focussed on marine birds. • ORJIP, of which RWE is a Stage 2 partner. • Defra's Offshore Wind Enabling Actions Programme (OWEAP).
Agenda Item 7: Shipping and Navigation		
26	Provide a copy of the Statements of Common Ground (SoCG) with the shipping and navigation Interested Parties that was referred to in the Hearing. This should include the Interested Parties' position regarding the proposed shipping route deviations and the mean 1 nautical mile distance between shipping routes and offshore structures.	SoCGs with the Maritime and Coastguard Agency (MCA), Trinity House, and United Kingdom (UK) Chamber of Shipping have been submitted at Deadline 1. These include reference to the mean one nautical mile (nm) distance between main commercial routes and offshore structures for deviations as part of the EIA assessment methodology position. The MCA, Trinity House and UK Chamber of Shipping have all agreed the methodology, including the application of the 1nm distance for main commercial routes as stated above, noting that use of 1nm is recognised as industry standard.
27	Provide a description and a plan to demonstrate how the proposed offshore development area, construction areas (1 kilometre (km) for the proposed arrays and 0.5km for the proposed offshore ECC) and safety zones (0.5km around the construction activities) spatially relate to each other.	The Construction Buffer Zone and the safety zones share no particular spatial relationship with one another. As per section 5.1.3.1 of **Chapter 5 Project Description** [APP-071], the Offshore Development Area includes the DBS Array Areas plus a 1km temporary Construction Buffer Zone and the Offshore Export Cable Corridor with a 500m temporary Construction Buffer Zone on both sides of the Offshore Export Cable Corridor. This is illustrated in Figure 5-1 of **Chapter 5 Project Description – Figure 5-1 to Figure 5-4** [APP-072]. The Construction Buffer Zone does not and is not intended to serve as an exclusion area or safety area in or of itself. The area serves as construction space, or a temporary work area for vessels to carry out intrusive activities. It provides room for temporary works such as anchoring, jacking up, placement of buoyage and relocation of fishing gear. No infrastructure is to be installed in this area itself. The safety zones will be subject to a separate application under Section 95 of the Energy Act 2004, as detailed in the **Safety Zone Statement** [APP-243]. The Applicants intend to comply with the requirements of this legislation, with the safety zone application undertaken post consent. The application will be approved by the Department for Energy Security and Net Zero (DESNZ) before the commencement of offshore construction for related elements of the Projects when the final number and precise location of surface piercing structures has been determined. Given the rolling and temporary nature of safety zones, it is not considered feasible to spatially illustrate them in the context of the Offshore Development Area and temporary construction areas.
28	ES Chapter 14 [APP-121] paragraph 260 states "*For all phases the frequency of occurrence in relation to cumulative vessel displacement and increased third-party vessel to vessel collision risk is considered **frequent** and the severity of consequence is considered **moderate**.*" Paragraph 261 states "*Overall, for all phases it is predicted that the significance of effect due to cumulative vessel displacement and increased third-party vessel to vessel collision risk is Tolerable with Mitigation*" i.e.not significant. Clarify in the context of Table 14-9 [APP-121] if the significance of effect stated should therefore be identified as 'unacceptable'? If the frequency and severity are correct, the Applicants are to explain if they plan to address the significant effect and when the ExA can expect to receive this information. Alternatively, if the Applicants do not intend to address the significant effect, the ExA	The significance of effect associated with this impact is Tolerable with Mitigation based on the findings of the Navigational Risk Assessment (NRA) process. This assertion is made on the basis that the frequency of occurrence should read reasonably probable. When a reasonably probable frequency of occurrence is considered alongside a moderate severity of consequence this results in a Tolerable with Mitigation significance of effect which is As Low As Reasonably Practicable (ALARP). Justification for this frequency of occurrence is based on the Main Commercial Route deviations anticipated for both the in isolation and cumulative scenarios. The presence of other nearby offshore wind farms under construction (Dogger Bank A, Dogger Bank B, Sofia, and Dogger Bank C) has already displaced commercial routeing in the baseline environment in a manner which reduces interaction with the DBS Array Areas. Subsequently, additional deviations required in the cumulative scenario compared to the in isolation scenario are limited to two routes. The table presented in Appendix B – Shipping and Navigation Cumulative Vessel Deviation

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	request justification is submitted including evidence that the impact can be considered as low as reasonably practicable.	(which is an amalgamation of Table 15-1 and Table 15-3 in **Appendix 14-2 Navigational Risk Assessment** [APP-124]) highlights these two routes. Additionally, the mean positions of these two routes can be observed in **Appendix 14-2 Navigational Risk Assessment** [APP-124] across the pre wind farm, post wind farm, and cumulative post wind farm scenarios in Figure 11-2, Figure 15-1, and Figure 15-3, respectively. Therefore, only these two routes may contribute to an increase in the frequency of occurrence for the cumulative effect, with an average of 7 to 8 vessels per week (Route 2) and 2 to 3 vessels per week (Route 5), respectively. However, these routes do not interact with the DBS Array Areas, are not anticipated to do so following displacement and are only referenced within the NRA because they are located within the 10nm study area. Therefore, effects associated with these deviations do not directly relate to the Projects and should not be considered in the determination of the frequency of occurrence. As described in Paragraph 255 of **Chapter 14 Shipping and Navigation** [APP-121], the severity of consequence is considered to be greater than that assessed for the in isolation scenario given the increased route distances, but still within moderate parameters given the increased distances relative to the length of the routes as a whole. Therefore, the resulting significance of effect is Tolerable with Mitigation which is ALARP and not significant in EIA terms. This is supported by engagement with the Maritime and Coastguard Agency (MCA) and Trinity House in October 2024 to discuss and progress their respective SoCG. In both cases there was agreement that the conclusions of the assessment of significance undertaken for the in isolation and cumulative scenarios is appropriate and considered not significant in Environmental Impact Assessment (EIA) terms. This is reflected in each SoCG which has have been submitted at Deadline 1. Additionally, the Applicants have discussed this response with the MCA ahead of Deadline 1 subsequent to ISH2 on the 15th January with the MCA confirming that it was content with the justification provided.
Agenda Item 8: Underwater noise		
29	Provide examples of other made DCOs for which the Secretary of State has agreed with the Applicants' proposed levels of hammer energies for monopile foundations of 6,000 kJ, or other draft DCOs proposing the same value which are yet to be determined.	The Applicants have assessed for proposed maximum hammer energies at 6,000kJ for monopile foundations as a worst-case scenario, which was reduced from 7,000kJ following feedback on the PEIR. The requirement for a maximum hammer energy of 6,000kJ is based on assumed maximum pile geometries and ground conditions at the DBS site. There may be further opportunities to reduce the hammer energy again once detailed design of the foundation concept has been completed and the final foundation installation method is selected post-consent. Sheringham Shoal and Dudgeon Extension Projects, now approved, applied for a similar hammer energy of 5,500kJ. There are other offshore wind farm projects that are currently in the consenting process that have similar or higher maximum hammer energies in their draft DCOs compared to the Dogger Bank South Projects. For example, Five Estuaries are proposing a maximum hammer energy of 7,000kJ, Morecambe are proposing a maximum hammer energy of 6,600kJ, Outer Dowsing are proposing a maximum hammer energy of 6,600kJ, and North Falls are proposing a maximum hammer energy of 6,000kJ.
31	Explain how the In Principle Site Integrity Plan for the Southern North Sea SAC [AS-102] resubmitted in November 2024 has been updated to provide an adequate framework to ensure no Adverse Effect on Integrity in relation to the harbour porpoise qualifying feature of the Southern North Sea SAC during piling.	The updated **In Principle Site Integrity Plan (SIP) for the Southern North Sea (SNS) Special Area of Conservation (SAC) (Revision 2)** [AS-102] added in mitigation measures that the Applicants are committing to, which are presented in section 6.10f the **In-Principle SIP for the SNS SAC (Revision 2)** [AS-102]. This includes the inclusion of having a monitoring area, marine mammal observers (MMObs), passive acoustic monitoring (PAM); acoustic deterrent device (ADD) to deter marine mammals out of the impact area and committing to a soft-start / ramp-up prior to piling operations. These mitigations are designed to manage the potential for permanent auditory injury to marine mammals, in line with the **Outline Marine Mammal Mitigation Plan (MMMP) (Revision 2)** [AS-100].

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		In section 9 of the **In Principle SIP for the SNS SAC (Revision 2)** [AS-102], the Applicants have added information on management measures for Unexploded Ordnance (UXO) clearance and devices, measures that are not applicable to the Projects and other mitigation measures outside the scope of the SIP, such as the MMMP. Table 4-2 in the **In Principle SIP for the SNS SAC (Revision 2)** [AS-102] has been updated with the final SIP approval, six months prior to commencement of pile driving, where the final project design will be confirmed. The final SIP will ensure that the Applicants have adequate mitigation measures in place such as those stated in section 6.1 and any optional mitigation measure described in section 9 of the **In-Principle SIP for the SNS SAC (Revision 2)** [AS-102]. These final mitigation measures will ensure that there is no Adverse Effect on Integrity in relation to the harbour porpoise qualifying feature of the SNS SAC during piling by ensuring that both the spatial (20%) and seasonal (10%) disturbance thresholds are not breached. It is not appropriate at this stage of the project to finalise which of the outlined mitigation and/or management options would be needed, or which would be the most appropriate to implement, as it depends on the final pile design, the piling programme, the other noisy activities that may be happening at the same time, and whether further options for either mitigation or management, or alternative installation techniques, become available at the time of finalisation that are not available now. Therefore, the Applicants consider that whilst it is currently possible to state the options that would be considered, it would not be appropriate to finalise and commit to precise mitigation and management options at this time, as it would not allow for future methods, technologies, and guidance to be incorporated. Conditions within each deemed Marine Licence (e.g. Condition 16 in Schedule 10) are included within the **Draft DCO (Revision 5**) [document reference 3.1] require the Applicants to submit a final SIP to the MMO and the relevant statutory nature conservation bodies. The conditions state that the final SIP must be approved in writing by the MMO before piling activities can commence, which secures that adequate mitigation measures will need to be in place. This approach to the finalisation of the SIP post-consent was agreed for both the approved Hornsea Project Four, and Sheringham Shoal and Dudgeon Extension projects.
32	Provide examples of other made DCOs agreed by the Secretary of State which have used the Applicants' proposed approach to Noise Abatement Systems, or other draft DCOs proposing the same approach.	The Applicants are considering the use of NAS as mitigation for underwater noise, and the use of it will be dependent on the final project design and determined at the post-consent stage. NAS is being included within the Projects' procurement strategy as an optional element to allow it to be called upon should it be required based on the final design parameters, rather than not including it all. As noted above, both Hornsea Project Four and the Sheringham Shoal and Dudgeon Extension Projects applied a similar approach to the Applicants, whereby options for mitigation and management are outlined at DCO submission but would not be finalised until the pre-construction period. Mitigation and management options would then be finalised in agreement with the MMO and relevant statutory nature conservation bodies. Both Hornsea Project Four, and the Sheringham Shoal and Dudgeon Extension Projects have been granted their DCOs based on this approach. Examples of other projects that propose to use this approach in their draft DCOs include Five Estuaries, North Falls and Morecambe.
34	Natural England [RR-039] stated that the assessment of underwater noise impacts on herring does not use the worst-case location. Provide a response to the suggestion made by the ExA during ISH2 on whether a reassessment based on the most south-westerly point of the proposed DBS West array could result in greater overlap with the 'high' and 'very high' herring spawning potential habitat and whether this could result in a greater impact outcome? If so, would a reassessment be undertaken and submitted?	The underwater noise modelling locations were chosen to give the greatest geographical spread across the DBS site, in the deepest water (acoustically the 'worst case'). In some specific circumstances, this means that the closest modelled location in the site may not be the closest location in respect of a specific receptor. In the case of herring, Natural England have correctly identified that the South West corner of DBS West Array Area is slightly closer to spawning potential than the West location that was used. However, the region of higher herring spawning

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		potential informed by IHLS data used within the Kyle-Henney *et al*. (2024[6]) figure can be seen to recess inwards to the south, reducing the overlap of areas of higher spawning potential with the >186dB threshold. There is no expectation for potential population level impacts on herring below this threshold. The 'mapping' of receptors in the marine environment, especially mobile ones as shown in **Heat Mapping Report: Atlantic Herring and Sandeel** [AS-105], should be treated as indicative of their location, location of spawning potential or nursery grounds etc, rather than as hard, fast absolute areas. This is due to the uncertainties with all marine data sets and the need therefore to combine a range of data sources to inform our understanding. As a result of the above, it is important to note that the real distance at which there may be disturbance is not precise, although numerically it is sometimes treated as such. Small changes in noise are not in general distinguishable, and at the ranges of potential disturbance of many kilometres, this should lead to very small changes in the level of noise if it were from the SW location that would not materially change the risk of disturbance on fish. Given therefore that the 'mapping' of both noise and receptor presence is not precise (but based nonetheless on best available evidence), the Applicants consider that the assessment is robust and reassessment is not necessary.

[6] Kyle-Henney, M., Reach, I., Barr, N., Warner, I., Lowe, S., and Lloyd Jones, D., 2024. Identifying and Mapping Atlantic Herring Potential Spawning Habitat: An Updated Method Statement. Available at: https://www.erm.com/globalassets/insights/documents/Identifying_and_Mapping_Atlantic_Herring_Potential_Spawning_Habitat_An_Updated_Method_2024_w_Appendices.pdf

5 Responses to ISH2 Hearing Questions – Onshore Topics

Table 5-1 The Applicants' Responses to the Examining Authority's Action Points from ISH2 (Day 2) held on Thursday 16th January 2025

Action No.	Action	Applicants' Response
Agenda Item 9: Seascape, Landscape and Visual		
2	Provide a written response to address the potential effects of the Proposed Development on dark skies from the construction, operational and decommissioning phases.	Dark skies have not been identified as a particular quality of the landscape and visual study area, as defined in **Chapter 23 Landscape and Visual Impact Assessment** [APP-192]. There are no recognised dark sky locations near to the proposed development. Dark sky qualities are not listed in the key characteristics for the relevant landscape character types from the East Riding of Yorkshire Landscape Character Assessment. The Campaign to Protect Rural England has published 'England's Light Pollution and Dark Skies', an interactive map which can be found on their website. This shows that much of the Onshore Export Cable Corridor is within areas of low night light. Closer to Beverley the level of night light increases, with moderate levels of night light around the Substation Zone. There will be no permanent lighting at the Onshore Converter Stations, so that there will be no effect on dark skies during the operational phase. During construction, temporary lighting will be in use when works take place during hours of darkness. Such lighting will be kept to the minimum required for safe working, and will be directional to avoid light spill and nuisance. Construction lighting will be controlled by the Construction Lighting Plan that will be appended to the Code of Construction Practice as detailed in the **Outline Code of Construction Practice (Revision 2)** [AS-094]. See response to Action 3 below. Due to the temporary and limited nature of construction (and decommissioning) lighting, no significant effects on dark skies are anticipated.
3	Confirm the level of detail that would be provided in the lighting plan which the Applicants stated would be appended to the Code of Construction Practice (CoCP) [AS-094].	The Construction Lighting Plan that will be prepared by the Contractor and appended to the Code of Construction Practice prior to construction and agreed with the East Riding of Yorkshire Council (ERYC), the requirement to prepare a detailed CoCP is secured by Requirement 19 of the **Draft DCO (Revision 5)** [document reference 3.1], the Construction Lighting Plan would include the following measures which will be added to the **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094] at Deadline 1: • Undertake a desk-based survey of the proposed cable route and locations of proposed construction compounds; • Coordinate with ecology and other specialists to establish potential areas of high sensitivity identified from pre-construction protected species surveys (e.g. bats and their foraging and commuting routes); • Identify potentially sensitive residential receptors; • Undertake baseline lighting surveys along the route to establish baseline conditions (day/night photographic and photometric data collected on site to record current conditions); • Collect specific data at the most sensitive locations, especially compounds that are adjacent to ecologically sensitive areas or specific identified residential receptors (capture photographic and photometric data at the receptor locations for comparison to modelling results later in the impact assessment process); • Prepare constraints plans including, where necessary, illuminance limitations such as lighting buffer zones, as outlined in the **Design and Access Statement** [APP-233] or specific mitigation for identified receptors; • Provide a detailed construction phase Lighting Strategy to establish generalised best practice lighting that minimises potential risks for ecology, local receptors and the night sky (including methodology, operational requirements, placement, orientation of beam, colour temperature etc.); • Provide detailed construction compound lighting specifications for any semi-permanent or permanently installed lighting for security, safety, amenity including ISOlux contour plans, photometric modelling and impact assessments where needed (access, parking, welfare units, operational activity, buildings etc.); and • Provide a construction phase monitoring plan with established measurement points and illuminance limits set against baseline data where necessary to prove ongoing compliance (especially for compounds with 24/7 operation).

Action No.	Action	Applicants' Response
4	Consider whether a maximum number of lightning masts should be captured by the draft Development Consent Order (DCO) [AS-120] or supporting documents, to ensure that it would be consistent with the worst-case assessed in Environmental Statement (ES) Chapter 23 [APP-192].	The Applicants have updated Work Nos 25A and 26A/B in the **Draft DCO (Revision 5)** [document reference: 3.1] to refer to "up to ten lightning masts".
5	Review ES Chapter 5 [APP-072] including the tables, to ensure the worst-case design scenario is clearly presented, which you stated within the hearing is air-insulated switch gear design.	**Chapter 5 Project Description** [APP-072] has been updated at Deadline 1, to emphasise that AIS is considered the worst case scenario for the basis of the assessments. However, the Applicants would like to highlight that this was already included in (previous) paragraph 342 of the Chapter.
6	Provide the photomontage which has already been submitted to ERYC showing View Point (VP)3 [PDA-010] and the construction compound extent, and show the likely vertical extent of any construction equipment.	**Chapter 5 Project Description** [APP-072] has been updated at Deadline 1, to include dimensions of key equipment that would be located within the Temporary Construction Compounds (TCC's). As detailed in the Applicants Response to the Local Impact report (LIR), submitted at Deadline 1, VP_3 has been updated to include a 2.4m high temporary fence and is included in Appendix A of the LIR [document reference 11.3].
7	Provide photographs of typical construction compounds to give an indication of the landscape and visual effects during construction.	Example construction compound photos are included in Appendix C of this document. However, it should be noted that all construction sites are different and these examples are not directly comparable due to geographical, supply chain and local logistical requirements.
8	Consider the request from the ExA to provide visualisations which include other development identified in the cumulative effects assessment.	The provision of cumulative visualisations was considered as part of the preparation of the LVIA (**Chapter 23 Landscape and Visual Impact Assessment** [APP-192]). It was concluded that there were limited suitable viewpoints that would usefully show the schemes considered in the LVIA (see Table 23-22 of **Chapter 23 Landscape and Visual Impact Assessment** [APP-192]). In relation to the agreed LVIA viewpoints: • No other schemes would be visible from Viewpoint 1; • The A164 Jock's Lodge improvement works would be visible to the north-east from Viewpoint 2, but not any other schemes; • No other schemes would be visible from Viewpoint 3; • The North Humber to High Marnham pylons would be distantly visible from Viewpoint 4, but no other schemes are likely to be clearly visible; • From Viewpoints 5, 6 and 7, visibility of other schemes would be glimpsed at most, while visibility of the Proposed Development is also limited. The LVIA also considers 'sequential' effects, experienced by a visual receptor as they move through the landscape on roads or public rights of way. These sequential effects are described in Table 23-22 of **Chapter 23 Landscape and Visual Impact Assessment** [APP-192] but cannot be illustrated using static visualisation methods. The location of cumulative developments considered in **Chapter 23 Landscape and Visual Impact Assessment** [APP-192] is included **in Appendix 6-1 - Onshore Cumulative Effects Assessment Methodology** [APP-077].
9	Confirm how and where advance planting would be secured by the draft DCO [AS-120] supporting documents.	The LVIA notes that "*Where practical, advance landscape mitigation planting would be established as early as reasonably practicable in the construction phase*" (page 39, **Chapter 23 Landscape and Visual Impact Assessment** [APP-192]). The **Outline Landscape Management Plan (Revision 2)** [AS-096] expands on this in section 1.5.3. This confirms the Applicants' intention that "*the area of planting along the south boundary of the Onshore Substation Zone will be established at the commencement of construction works*." Requirement 10 of the **Draft DCO (Revision 5)** [document reference: 3.1] has been updated to clarify that, where any early planting of landscaping works is proposed to be undertaken as part of pre-commencement works, a specific landscape management plan for those early planting works

Action No.	Action	Applicants' Response
		must be submitted to and approved by the relevant planning authority. That plan must accord with the relevant parts of the **Outline Landscape Management Plan (Revision 2)** [AS-096] that apply to early planting.
10	Explain how Requirement 27 of the draft DCO [AS-120] would require the converter stations to be decommissioned after 32 years (to align with the consideration of effects in ES Chapter 23 [APP-192]).	The Applicants have reviewed the drafting of Requirement 27 of the **Draft DCO (Revision 5)** [document reference: 3.1] and updated it to address the concerns raised by the ExA.
11	Review the landscaping shown on the photomontage showing VP3 [PDA-010] to ensure that it corresponds with the landscaping shown on the outline landscape mitigation plan at Year 1 and Year 10.	The Year 10 visualisation for Viewpoint 3 does include mitigation planting to the north of the Onshore Converter Stations. This is difficult to see in the image for two reasons: • The topography rises from the viewpoint, then falls towards the onshore converter station. The screen planting would be located at a point lower than the foreground topography, and along with the lower parts of the onshore converter station would be partly out of sight; and • The photograph shows a winter view. During winter, deciduous planting would lose its leaves, reducing its screening function. The upper branches of mitigation planting are shown in the visualisation but are not clearly visible due to distance and the scale of the image on paper. The screen planting would be more visible during summer, and would continue to mature beyond Year 10, increasing its screening effect in the long term.
12	Review the outline Landscape Management Plan [AS-096] to clearly identify where landscape enhancements could be delivered.	The Landscape Mitigation Plan set out in the **OLMP (Revision 2)** [AS-096] does not draw a clear distinction between 'mitigation' and 'enhancement'. The intention has been to create a holistic approach to landscape treatment that will reduce the impacts of the Projects while also providing enhancements over the baseline situation (noting that these enhancements do not outweigh the adverse effects of the Projects, as set out in **Chapter 23 Landscape and Visual Impact Assessment** [APP-192]). The following elements are considered to represent enhancements to the landscape: • The replacement of areas of intensively managed farmland with diverse woodland plantations, and areas of native grassland and meadow; • The management to secure long-term health of Bentley Moor Wood (refer to Action Point 14 below); and • The development of landscape-led SuDS measures, as set out in the **OLMP (Revision 2)** [AS-096] which will provide wetland features and habitats.
14	Provide clarification what is meant by 'enhancements' to ancient woodland with Schedule 1 of the draft DCO[AS-120] under Works Number 29A.	The main objective regarding the management of Bentley Moor Wood ancient woodland and LWS is to maintain and enhance the existing woodland and proposed measures include: • protection of soils and roots within and surrounding woodland; • manage threats such as invasive species; • assess, manage and promote deadwood within the woodland; • promote ancient woodland expansion by processes such as natural regeneration and supplementary planting following existing guidance and stakeholder liaison (e.g. Forestry Commission and Natural England), if applicable; • assess and manage impact of deer and grey squirrel on ancient woodland; and • produce and implement a long-term woodland management plan (if non-existent). This would assist in securing the long-term health of the ancient woodland, which would have benefits for local biodiversity, for the landscape, and for visual screening of the Onshore Converter Stations. The above measures at Bentley Moor Wood ancient woodland and LWS will be added to the **Outline Ecological Management Plan (Revision 3)** [AS-114] at Deadline 2.

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15	Explain how you intend to respond to ERYC's suggestion [PDC-007] for a landscape led sustainable urban drainage design.	Please also see the Applicants response to ISH2.9.13. A landscape-led approach to drainage design is the Applicant's intention, as set out in the **Design and Access Statement** [APP-233] and the **Outline Landscape Management Plan (Revision 2)** [AS-096] in paragraph 30, section 1.5.2 which states: '*The SuDS design, set out in the Outline Drainage Strategy (Revision 2) [APP-237] would be approached in a landscape-led manner. Landscape professionals would work collaboratively with the SuDS engineers to produce a design which maximises landscape benefits. The detailed design would be progressed at to best integrate the SuDS into the landscape and provide enhanced ecological benefits, where possible."* Further updates will be made to the **Design and Access Statement** [APP-233] at Deadline 2 to clarify the commitment to landscape-led SuDS and have been discussed with the ERYC at a call on the 27th January 2025.
16	Review the Design and Access Statement (DAS) [APP-233] in light of the Planning Inspectorate's published guidance on Good Design for Nationally Significant Infrastructure Projects1 and demonstrate how the Proposed Development meets with the guidance.	The Design Principles set out in the **Design and Access Statement** [APP-233] have been created to ensure the Projects respond positively to climate, people, place and value. This is achieved through a balance of technical requirements and sensitive consideration for the way the Projects will sit with the environment. The Projects will create a sense of place, through the integration of the Onshore Converter Stations into the landscape instead of creating a destination. Communities will benefit from the increased economic benefits of the site, and the ecological and wildlife community will benefit from restoration, enhancement and connections. The **Design and Access Statement** [APP-233] will be updated for Deadline 2, to clearly relate the proposed measures to the National Infrastructure Commission Design Principles of Climate, People, Place and Value and consider the Planning Inspectorate's published guidance on Good Design for Nationally Significant Infrastructure Projects.
17	Consider the wording of Requirement 7(3) from The Hornsea Four Offshore Wind Farm DCO, that requires that the independent design panel must meet the satisfaction of the Local Planning Authority, and if you do not consider this appropriate for the proposed DCO [AS-120], explain why. Consider the inclusion of an indicative timeline for the consultation process for the detailed design of the converter stations in the DAS in consultation with ERYC to address their concerns regarding Council and local member involvement in the detailed designs.	The Applicants have reviewed Requirement 7(3) from The Hornsea Four Offshore Wind Farm DCO which states '*The details submitted under sub-paragraph (1) must be subject to a design review process carried out by an independent design review panel to the satisfaction of the relevant planning authority'*. The Applicants' preference is that the Design Review Panel will be a professional team formed of internal and external experts who understand issues relating to design and engineering. The panel would review and provide expert knowledge which could then be discussed with East Riding of Yorkshire Council. The Applicants discussed this approach with the East Riding of Yorkshire Council at a meeting on the 27th January 2025 and have agreed to amend the wording in the **Design and Access Statement** [APP-233] at Deadline 2 to provide further clarification on the design panel and the consultation process. The Applicant proposes to review the DCO after the updates in the **Design and Access Statement** [APP-233] for Deadline 2 have been completed and consider if any amendments are required.
18	A number of questions from this agenda item were carried over to written questions. These are detailed in Appendix A.	Noted. Please see Appendix A of this document.
Agenda Item 10: Onshore Historic Environment		
20	Consider if additional parameters relating to the dimensions of the converter stations could be added to the draft DCO [AS-120] or supporting documents, to give reassurance that the proposed landscape mitigation would adequately screen the lower-level elements.	The Applicants have updated requirement 9 of the **Draft DCO (Revision 5)** [document reference 3.1] to secure the maximum height and footprint of the Onshore Converter Stations, which is 24 metres and 32,208m², for each Onshore Converter Station, as detailed in Table 2-1 of the **Project Change Request 2: Onshore Substation Zone** [AS-152]. The **Design and Access Statement** [APP-233] will be updated with **the Project Change Request 2: Onshore Substation Zone** [AS-152] details at Deadline 2.

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		All other parameters are included in the **Design and Access Statement** [APP-233], which will be updated at Deadline 2 to include the parameters to the **Project Change Request 2: Onshore Substation Zone** [AS-152] which the detailed design must be in accordance with. It is not practical to include all maximum parameters within the DCO wording.
21	Provide an update on discussions with Historic England regarding mechanisms to facilitate an improved visitor experience or greater public benefit to the Heavy Anti-aircraft gunsite scheduled monument near to Butt Farm.	A site meeting was held with Historic England at Butt Farm on 18th October 2024, to discuss proposals for interpretation and investigation of the heavy anti-aircraft gunsite (previously shared with Historic England via email on 28/03/24, 06/08/24 and 10/09/24). The options discussed included: • Physical enhancements to the monument - This option would involve the Applicants funding clearance, consolidation and/or restoration works of elements of the gun battery which are currently in disrepair/buried (such as the 6th gun emplacement). Further discussion would be required as to if these works would be permitted by landowners and how these works would be secured and funded with HAP/Historic England. • Digital 3D Model - This option would seek to create a digital reconstruction of the gun battery, including the 1943-gun emplacements, radar mat and associated accommodation on the domestic site. There are possibilities of signposting this on information boards from PRoW and/or Project-controlled land and opportunities for incorporation into augmented reality / virtual tours once the model is constructed. Agreements would be required on where the platform is hosted and the lifecycle of funding and maintenance. There are options to tie this into wider themes of the defence of Hull in WWII, and how the site fits into a wider network, along with specific questions in the Projects' Research Agenda. • Archaeological and Historical Research – This option would involve possible research ideas suggested by Historic England for community engagement concerning the wider context of the gun site – Women's quarters, missing buildings, moved buildings, wider WW2 defence context. Historic England have stated that they would provide comment on these proposals in their Written Representation to be submitted at Deadline 1.
22	A number of questions from this agenda item were carried over to written questions. These are detailed in Appendix A.	Noted. Please see Appendix A of this document.
Agenda Item 11: Onshore Water Environment		
23	Confirm there are no watercourses of interest that haven't been included in the geomorphological survey [APP-166]. Specific attention should be given to the areas outside of the survey extent due to refinement of the onshore cable corridor and now within the Order Limits.	As shown in Figure 20-2-1 of **Appendix 20-2 Geomorphological Baseline Survey Technical Report** [APP-166], there are several areas where the Onshore Development Area extends beyond the PEIR boundary that was current when the geomorphology survey was undertaken. As described in **Appendix 20-2 Geomorphological Baseline Survey Technical Report** [APP-166] (section 20.2.3.1; paragraph 6) the scope of the baseline survey consisted of all the Main Rivers and/or river water bodies identified under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 in the Humber River Basin District Management Plan. Main Rivers and/or river water bodies were selected for survey because of the potential to disturb statutory features (Main Rivers) or potentially lead to a deterioration in river water body status. Figure 20-2-1 of the **Appendix 20-2 Geomorphological Baseline Survey Technical Report** [APP-166] shows all Main Rivers and river water bodies crossed by the Projects, and those in the wider area. In those locations where the Onshore Development Area extends beyond the PEIR survey boundary, there are no Main Rivers or river water bodies (as assessed under the Water Environment Regulations). This means there are no Main Rivers or river water bodies that have been missed from the survey as a result of the refinement of the Projects boundary.
24	Clarify that watercourses which have not been surveyed have been assessed and any significant effect identified. Signpost where this is evidenced within the application documents.	Ordinary watercourses outside the PEIR boundary, which formed the study area for **Appendix 20-2 Geomorphological Baseline Survey Technical Report** [APP-166] are part of wider surface water body catchments that are classified by the Environment Agency as artificial or heavily modified. Apart from the Barmston Sea Drain / Skipsea Drain to Conf water body catchment, all of the surveyed Main Rivers and river water bodies are classified by the Environment Agency as either artificial or heavily modified. Therefore, inclusion of these additional out of scope ordinary watercourses (i.e. outside the PEIR boundary) would not change the geomorphology baseline.

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		With respect to the Barmston Sea Drain / Skipsea Drain to Conf catchment, although this river water body, which was surveyed, is classified as 'not designated artificial or heavily modified', ordinary watercourses in the wider catchment that would be crossed by the Onshore Development Area and were not surveyed are short, straight drains of an artificial nature. Inclusion of these features in the Geomorphological Baseline Survey would not change the geomorphology baseline. Ordinary watercourses outside the scope of **Appendix 20-2 Geomorphological Baseline Survey Technical Report** [APP-166] have been assessed in **Chapter 20 Flood Risk and Hydrology** [APP-163] section 6.1.1 Impact 1 Direct Disturbance of Surface Water Bodies. The number of trenched crossings per catchment on all watercourses is used to set the magnitude of impact, in conjunction with the duration that temporary watercourse crossings would be in place (i.e. four or six years).
26	Evidence the sequential test and approach has included current and future impacts of climate change as required by paragraph 172 of the National Planning Policy Framework (NPPF). Amend the application documentation as necessary.	Section 20.4.5.2 of **Appendix 20-4 Flood Risk Assessment** [APP-168] provides consideration of the application of the Sequential Test, noting the elements of the Projects that will be at risk during the construction phase and those that will be at risk during the operational phase i.e. both now and in the future. Paragraph 193 of **Appendix 20-4 Flood Risk Assessment** [APP-168] confirms the Onshore Substation Zone is located in Flood Zone 1 i.e. based on the current flood risk. On this basis, the Applicants conclude that the Onshore Substation Zone is appropriately located in Flood Zone 1. Paragraph 253 of **Appendix 20-4 Flood Risk Assessment** [APP-168] also considers the Onshore Substation Zone in the context of surface water flooding and notes that it is principally at low risk of flooding from this source. As the only element of the Projects which will be located above ground, once operational, it is also the only element that has the potential to result in longer term flood risk impacts or loss of floodplain storage. To consider the future impact as a result of climate change, a review of the Environment Agency modelled data was undertaken (received from the Environment Agency on 28th November 2023) and used to inform the development of **Appendix 20-4 Flood Risk Assessment** [APP-168]. The modelling provided by the Environment Agency included the results of the 2013 River Hull and Holderness Drain Flood Mapping Study, which was applicable to the Projects. This modelling included a wide variety of scenarios for both fluvial and tidal flooding, with and without defences in place and for both the present day and with climate change (future) scenarios. Whilst not explicitly stating the future date or allowance applied within the modelling of the climate change scenarios, the reporting undertakes a comparison of future (with climate change) extents with the 1 in 1,000 year event. A review of all the modelled flood extents has been undertaken as part of the development of **Appendix 20-4 Flood Risk Assessment** [APP-168]. This review of the future (with climate change) modelled scenarios confirmed that the modelled extents pass to the east of Beverley and not in proximity to the Onshore Substation Zone. As such, it was concluded that the Onshore Substation Zone would not be at risk of flooding, and therefore would remain in Flood Zone 1, in the future when taking into account climate change. With regard to the construction phase, paragraphs 262 and 263 of **Appendix 20-4 Flood Risk Assessment** [APP-168] acknowledge that the Onshore Export Cable Corridor passes through some area at increased risk of flooding. However, as noted in Paragraph 251 – 252 of **Appendix 20-4 Flood Risk Assessment** [APP-168] the long linear nature of the Projects is such that they are not able to avoid areas of Flood Zone 3 entirely. Elements of the Projects located along the Onshore Export Cable Corridor have been sequentially located, wherever possible, i.e. none of the proposed locations for the Temporary Construction Compounds are within the Functional Floodplain, as defined within the ERYC Level 1 SFRA. Additionally, very limited lengths of the Onshore Export Cable Corridor would pass through the Functional Floodplain. This is limited to an area north west of Tickton, in proximity to the River Hull and Beverley and Barmston Drain and a small area to the east of Routh, in proximity to Monk Dike. At these locations, **Appendix 5-2 Obstacle Crossing Register (Revision 2)** [AS-053] indicates that the crossings will be undertaken using trenchless techniques. Therefore, the Applicants note that there would be no interaction with the Functional Floodplain at these watercourse crossing locations. Based on the above review it was concluded in **Appendix 20-4 Flood Risk Assessment** [APP-168] that this will result in no loss of functional floodplain storage during the construction phase.

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		As noted in paragraphs 263 – 265 of **Appendix 20-4 Flood Risk Assessment** [APP-168] it is only during construction that there is the potential for flood risk to affect or be affected by the Projects, as they will be located below ground once operational. As such, there will be no flood risk impact when taking climate change into account. On this basis, paragraph 257 of **Appendix 20-4 Flood Risk Assessment** [APP-168] confirms that all elements of the Projects are in accordance with the Sequential Test and approach, both now and in the future, as set out in paragraph 172 and supported by paragraph 174 of the NPPF (updated December 2024).
27	**ERYC**: investigate how the Level 1 SFRA flood risk spatial data can be provided to the Applicants. **The Applicants:** submit this information into the Examination to support the sequential test as explained in paragraph 174 of the NPPF.	With respect to the ERYC Level 1 SFRA data, and specifically the identification of the Functional Floodplain within **Appendix 20-4 Flood Risk Assessment** [APP-168], the Applicants can confirm that a data request has been submitted to ERYC for this data to be provided in a GIS format such that it can be submitted into the Examination. In the absence of receipt of this data, the Applicants have provided an extract from the ERYC online data viewer, as **Appendix D** of this document. Furthermore, the Applicants can provide the following clarification with regards to this dataset and its consideration within **Appendix 20-4 Flood Risk Assessment** [APP-168], in the context of the Sequential Test. A review of the Onshore Export Cable Corridor confirmed that none of the proposed locations for the Temporary Construction Compounds are within the Functional Floodplain, as defined within the ERYC Level 1 SFRA. Additionally, very limited lengths of the Onshore Export Cable Corridor would pass through the Functional Floodplain. This is limited to an area north-west of Tickton, in proximity to the River Hull and Beverley and Barmston Drain and a small area to the east of Routh, in proximity to Monk Dike. As noted in Paragraph 251 – 252 of **Appendix 20-4 Flood Risk Assessment** [APP-168] the nature of the Projects is such that they are not able to avoid areas of Flood Zone 3 entirely. However, the Applicants note that the interaction with Flood Zone 3b (i.e. Functional Floodplain) is limited to areas adjacent to watercourse crossings. At these locations, **Appendix 5-2 Obstacle Crossing Register (Revision 2)** [AS-053] indicates that the crossings will be undertaken using trenchless techniques. In addition, mitigation measures to address any potential flood risk are set out in **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094]. As such, the Applicants confirm that **Appendix 20-4 Flood Risk Assessment** [APP-168] takes into account both the location / extent of the Functional Floodplain and its interaction with the Projects and this has been used to support the consideration of the Sequential Text, and where necessary the Exception Test, as set out in section 20.4.5.2 of **Appendix 20-4 Flood Risk Assessment** [APP-168].
28	Confirm the mitigation measures relevant for development in the functional floodplain contained in Level 1 SFRA and signpost where in the Outline Code of Construction Practice [AS-094] this is committed to. Demonstrate how these measures could be accommodated within the Order Limits.	As noted in the response to Action No. 26 and 27 above, the Applicants can confirm that there is no proposed above ground development within the Functional Floodplain (Flood Zone 3b) and therefore no specific mitigation measures are required. However, the Applicants have considered the comments received from the Environment Agency in their **Relevant Representation** [RR-015] in relation to Temporary Construction Compounds located in either Flood Zone 2 or Flood Zone 3. A review of the ERYC Level 1 SFRA noted that whilst reference is made to potential flood mitigation measures, it also highlights that these are to be considered as a starting point only and that indicative measures are set out in Table 8.3. A review of the ERYC Level 1 SFRA, and specifically Table 8.3, confirmed that many of the measures are focused on new buildings / developments including guidance on the setting of Finished Floor Levels, flood proofing, road frontage levels, whether basements are permitted, use of water resistant materials / measures and non-return valves to prevent waste water flooding. As there will be no above ground development within the Functional Floodplain none of these measures are considered relevant to the Projects and therefore have not been considered further. In addition, the ERYC Level 1 SFRA sets out the need to demonstrate access and egress and a requirement for a surface water drainage assessment to be undertaken. Whilst there will be no specific works within the Functional Floodplain, the Applicants note that section 5.18.1 and section 6.3.2.2 of **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094] with the comments received from the Environment Agency [RR-015], for any temporary works in Flood Zone 2 or Flood Zone 3.

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		The **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094] confirms that appropriate Flood Management Emergency Measures will be in place to clearly identify and communicate safe access and egress routes during the construction phase. These will be set out within both the final CoCP as well as the Emergency Response, Evacuation and Pollution Control Plan, to be prepared by the Contractor and appended to the CoCP, as secured by Requirement 19 of the **Draft DCO (Revision 5)** [document reference 3.1]. Furthermore, the Applicants note, in accordance with the ERYC Level 1 SFRA requirements, a surface water drainage assessment has been undertaken and is summarised in the **Outline Drainage Strategy (Revision 2)** [AS-098]. The **Outline Drainage Strategy (Revision 2)** [AS-098] also provides reference to a Surface Water Management Plan, which will be prepared by the Contractor as part of the CoCP, this will deal with the construction surface water drainage measures including dewatering, further detail is provided in response to Action Point 29. The ERYC Level 1 SFRA also provides guidance on compensatory flood storage and that no raising of ground levels should be permitted within the Functional Floodplain. Given there will be no development or raising of ground levels within the Functional Floodplain, it is considered that the Projects are in accordance with this guidance and no specific measures are required. The ERYC Level 1 SFRA notes that for developments in all flood zones there should be a development free buffer zone around watercourses, which should be free of buildings and structures, trees, shrubs or similar growth. It also provides guidance on these distances in relation to the various types of watercourses. The Applicants confirm this has been included within the Projects and the appropriate distances are summarised in section 6.3.2.6 of the **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094]. Based on the above, it is confirmed that no above ground development is proposed within the Functional Floodplain (Flood Zone 3b). Furthermore, a review of the Level 1 ERYC SFRA has identified limited flood mitigation measures which are applicable to Projects of this nature. However, where there are mitigation measures of relevance to construction works in Flood Zone 2 or Flood Zone 3(a), these have already been included within the **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094]. Given there are no additional measures proposed the Applicants can confirm the mitigation measures set out in the **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094] can be accommodated within the DCO Order Limits. The **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094] has been updated to amend the text related to the need to review the ERYC Level 1 SFRA as this review has been undertaken. The Applicants have also provided additional clarification text related to the Surface Water Management Plan and Emergency Response, Evacuation and Pollution Control Plan. This has been submitted at **Deadline 1**.
29	Confirm whether stockpiles and earth bunds in the proposed temporary construction compounds have been assessed to demonstrate the risk of flooding will not be increased elsewhere and how any mitigation necessary to achieve this could be delivered within the Order Limits.	The Applicants have considered the comments received from the Environment Agency in their **Relevant Representation** [RR-015] in relation to Temporary Construction Compounds located in either Flood Zone 2 or Flood Zone 3. It is also noted that none of the Temporary Construction Compounds are to be located in the Functional Floodplain (Flood Zone 3b) and therefore the comment from the Environment Agency should be considered in the context of it being applicable to Flood Zone 2 or Flood Zone 3a. The Applicants have considered the measures in relation to potential stockpiles and bunds and notes that the requirement to provide spacing between stockpiles etc has been subject to discussion with the Environment Agency. Section 3.6, Table 3-6, ID 69 of the **Statement of Common Ground with the Environment Agency** [document reference 9.3] sets out that the embedded mitigation measures as detailed in Table 20-1 of **Chapter 20 Flood Risk and Hydrology** [APP-163] were agreed with the Environment Agency in an email dated 25/10/2024. Furthermore, section 6.3.2.5 of the **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094] confirms this will be stored in accordance with best practice guidance as outlined in Appendix A Outline Soil Management Plan of the **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094]. Furthermore, in accordance with comments from Beverley & Holderness Internal Drainage Board in their written response [AS-123], the Applicants will consider the permeability of the hardstanding and materials to be used at the Temporary Construction Compounds within the Outline Site Waste Management Plan, summarised in the **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094]. Wherever possible, the Applicants will ensure that natural drainage is maintained to ensure there is no increase in flood risk elsewhere. With regards to the potential for displacement of flood water as a result of the Temporary Construction Compounds, it is noted that this would be on a short-term basis during construction only.

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		Furthermore, with the best practice measures identified above, as set out in the **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094], and the relative size of the Temporary Construction Compounds in comparison with the wider catchment flood extent, it is concluded that the Applicants have adopted all reasonable measures to ensure there is no impact on flood risk as a result of the Projects.
30	Confirm the total number of watercourse crossings, including those facilitating haul road access, and if a higher number than currently identified is noted, revise the ES Chapter 20 [APP-163] to include those that are missing.	There are a total of 87 watercourse crossings in the **Appendix 5-2 Obstacle Crossing Register (Revision 2)** [AS-053], which broken down are: • 43 trenched (these could be trenched or trenchless, but a worst-case scenario of trenching has been assumed for the assessment) • 18 Trenchless • 3 infilled (at the Onshore Converter Station) • 23 Off route (haul road only) Temporary (haul road) crossings would also be required at trenched and trenchless crossings. **Appendix 5-2 Obstacle Crossing Register (Revision 2)** [AS-053] has been checked and **Table 20-13** Water Body Crossings in Surface Water Catchments of Chapter 20 has been updated. Note that although the number of crossings has changed in some catchments, the only difference in terms of magnitude of impact and significance of effect is for the Holderness Drain Source to Foredyke Stream catchment. In this catchment magnitude of impact has changed from negligible too low for the sequential scenario, and significance of effect from negligible to minor adverse. Where the number of crossings in each catchment has changed, all relevant text in the **Chapter 20 – Flood Risk and Hydrology** [APP- 163] has been updated for Deadline 1. **Appendix 20-3 Water Environment Regulations Compliance Assessment (Revision 2)** [AS-074] has also been updated where the number of crossings in each catchment has changed and submitted for Deadline 1. The method for assessing Impact 1 Direct Disturbance of Surface Water Bodies is described in section 20.6.1.1 of **Chapter 20 – Flood Risk and Hydrology** [APP- 163] (paragraph 107 of the revised document): '*For the purposes of this assessment, the magnitude of impact is assumed to be directly proportional to the total number of trenched watercourse crossings within each river water body catchment and the length of time over which temporary structures could be in place'*. • The number of temporary haul road crossings, either in total or per catchment, does not form part of the assessment. The duration over which they would be in place is assessed, as described above, and this modifies the magnitude of impact for the different construction scenarios – as shown in Table 20-12 of Chapter 20 **– Flood Risk and Hydrology** [APP- 163] i.e. for the same number of trenched crossings magnitude of impact is higher in the sequential scenario because temporary crossings would be in place longer and therefore directly disturbing surface water bodies for longer.
31	Evidence that all drainage features required by a detailed Drainage Strategy, Land Drainage Scheme and Surface Water Management Plan together with other project related spatial constraints could be delivered within the Order Limits. Specific consideration should be given to the attenuation features and whether connections to discharge locations can be achieved.	The current permanent drainage SuDS design presents the maximum single basin size required for conservative assumptions of maximum Onshore Converter Station footprint sizes proposed and 100% of these footprints being hard standing. Assessment also assumes for no surface water storage within the footprint itself and is therefore reflective of the maximum design scenario required for the Projects. As outlined within **Outline Drainage Strategy (Revision 2)** [AS-098] the Onshore Converter Station drainage designs are proposed to be updated at the detailed design stage of the Projects with this to be a landscape led design approach with intention to include swales, filter trenches and more naturalistic looking ponds. The **Works Plan (Onshore) (Revision 3)** [PDA-003] extents for works 24A/B are considered to be sufficient for the space required for these features. Further details on the connections to discharge locations at the Substation Zone are provided in the response to Action point 34. As detailed in section 1.2 of the **Outline Drainage Strategy (Revision 2)** [AS-098] para 8: '*Where the Projects intercepts land drainage, pre-construction drainage would be installed at the edge(s) of the Onshore Export Cable Corridor. This permanent drainage would intercept existing field drains and ensure the integrity of the existing land drainage is maintained during construction and operation of the Projects. All drains and outfalls would be risk assessed and appropriate control measures used prior to discharge into any watercourses at a controlled rate. Temporary attenuation / storage would be provided, where necessary*.' This drainage design would be accommodated within the Order Limits, to maintain or improve drainage of the fields alongside any trenches. Para 10 of the of the **Outline Drainage Strategy (Revision 2)** [AS-098] also states '*Where necessary post construction (restoration) drains may also be installed in consultation with landowners, the Environment Agency, LLFA (ERYC) and IDB, as appropriate to ensure that existing land drainage is*

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		reinstated and maintained to at least pre-development land drainage capacity throughout the operation of the Projects. As described above, this would be informed by the detailed drainage survey and utilise existing outfalls, wherever possible.' The discharge points shall be agreed with the landowner and relevant drainage authority e.g. IDB or LLFA and would be located within the Order Limits, wherever possible. If the location falls outside the Order Limits because there is an optimal location identified within the same field, or upgrade or repair is required due to re-routed flow, a separate consent would be required. As stated in the **Other Consents and Licenses** [App-228] document an Environmental Permit for water discharge would be agreed with the Environment Agency. If the discharge was into an ordinary water course an 'ordinary water course consent' from the IDB or LLFA would be required and voluntary agreement with the landowner. Temporary Drainage would be maintained during the works and may include haul road drainage, soil storage run off and groundwater management for excavations. TCCs will also include surface water management. This will be developed by the Contractor prior to the construction phase as part of the Surface Water Management Plan (SWMP) and include any attenuation and processing required within the works area. The SWMP will be appended to the Code of Construction Practice, as detailed in the **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094], which is secured by Requirement 18 of the **Draft Development Consent Order (DCO) (Revision 4)** [AS-130]. Further wording has been added to the **Outline Code of Construction Practice (OCoCP) (Revision 2)** [AS-094], at Deadline 1 to clarify what would be included in the SWMP.
32	Check which watercourses the proposed access road to the proposed convertor stations would discharge to and this is consistent with paragraph 67 of the Outline Drainage Strategy [AS-098]. Confirm if the proposed drainage of the haul road and converter stations would alter the hydrology of the three watercourses identified in this location.	**The Outline Drainage Strategy (Revision 2)** [AS-098] and drawings will be updated at Deadline 2 to confirm that surface water discharge from the access roads is proposed to Watercourses 1, 2 and 3. Drainage from each section of road will be directed to discharge into the relevant watercourse as per existing topography and overland site flows. Discharge into these watercourses would be at greenfield run off rates with calculations to be included within the updated report at Deadline 2. At the location of the proposed Onshore Converter Stations the existing topography directs all surface water to watercourse 1 and all surface water drained from the Onshore Converter Stations is proposed to discharge to this watercourse. Therefore, there will be no alteration of the hydrology of the three watercourses identified at this location.
33	The access road is specifically excluded in hydraulic calculations for the converter stations (Drainage Strategy Appendix B [AS-098]). To evidence the Proposed Development would not adversely affect the risk of flooding elsewhere, it would be helpful to the ExA if the Applicants update Appendix B to include the access road. This should identify the maximum rate of discharge and the required extent and number of sustainable drainage features required.	**Outline Drainage Strategy (Revision 2)** [AS-098] will be updated to include drainage calculations for the permanent access road including maximum rate of discharge and SuDS features proposed. The updated document will be submitted at Deadline 2.
34	Explain what the determining factors are for deciding the suitability of a watercourse to accept a proposed drainage discharge. Confirm the alternative development drainage discharge options, should the watercourses be unsuitable.	Following further discussions after ISH2, the Applicants can confirm that on-site checks on the suitability of the watercourse have been completed post submission by Land Drainage Consultants (LDC) undertaking work to review existing land drainage at the Substation Zone. However, it should be noted that the existing drainage ditch takes all the current drainage for the area and the discharge rates would not exceed greenfield based rates due to the SuDs proposed in the **Outline Drainage Strategy (Revision 2)** [AS-098]. The watercourse is therefore deemed suitable for a point discharge via a simple headwall i.e. a pipe exiting into the ditch with a concrete headwall. The **Outline Drainage Strategy (Revision 2)** [AS-098] will be updated to reflect this.
Agenda Item 12: Onshore Ecology		
35	Provide additional information as part of the outline Ecological Management Plan [AS-114] limiting the removal of hedgerows and width of haul roads to no more than 5 metres.	This information is provided in paragraph 43 on page 18 of the **Outline Ecological Management Plan (Revision 3)** [AS-114]: *"... 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."*

Action No.	Action	Applicants' Response
36	Clarify the extent of hedgerows to be removed at the northern side of Cliff Road to allow vehicles to cross as part of the proposed haul road.	Annex 2 of the **Outline Construction Traffic Management Plan (Revision 2)** [AS-020] includes a series of outline access drawings for each access and crossing. Drawing PC2340-RHD-ZZ-ZZ-DR-R-0100 details the dimensions of the crossing and maximum extents of the visibility splay that could be required for crossing C1 to allow drivers to safely transit across Cliff Road. The area marked on the **Tree Preservation Order & Hedgerow Plan (Revision 3)** [AS-026] is effectively an envelope within which the crossing will be micro sighted during detailed design. The true dimensions of the crossing are discussed as follows. It can be noted from Drawing PC2340-RHD-ZZ-ZZ-DR-R-0100 that the crossing would be approximately 6.0m wide and that a visibility splay of 90m, measured for a distance of 2.4m back from the edge of the carriageway would be required. To ensure forward visibility of oncoming traffic, it will be necessary to clear any obstructions within this splay. However, at C1 it can be noted that the verge is wider than 2.4m and therefore it is not anticipated that any hedge would need to be removed to form the splay. The only hedge that would require removal would therefore be that required to form the crossing (this would include the width of the crossing and any space either side to facilitate construction). This would be less that the average of 25m assumed within **The Outline Ecological Management Plan (Revision 3)** [AS-114]. The Applicants would note that the full extent of extent of hedgerow where the Order Limits crosses Cliff Road has been marked for removal within the **Tree Preservation Order & Hedgerow Plan (Revision 3)** [AS-026], this approach is adopted to allow for the final micro sighting of the crossing at the detailed design stage. However, the Applicants acknowledge that H0001 marked for removal on the **Tree Preservation Order & Hedgerow Plan (Revision 3)** [AS-026] should mirror that on the southern side of the Cliff Road (hedgerow H0002). The Applicants have updated the **Tree Preservation Order & Hedgerow Plan (Revision 3)** [AS-026] to Revision 4 at Deadline 1.
38	Questions on the effects on commuting and foraging bats from hedgerow removal were carried over to written questions (See Appendix A)	Refer to Appendix A of this document.
39	Review the Water Voles and Otters Report [APP-156] (Section F of the Survey Results Map in Appendix D) and the Works Plans (Onshore) [PDA-003] (page 13), as they would appear to show different Order Limits. Confirm that the potential for water voles has been appropriately assessed in line with the established Order Limits in this location, showing the provision of a haul road. Clarify how water courses would be crossed if there is no commitment to a temporary bridge (as stated in Obstacles Crossing Register [AS-053] and what are the potential implications on water voles from open cut trenching. How would any potential effects be mitigated and explain where this is secured.	The boundary of the Onshore Development Area contained in the Appendix D of the **Water Voles and Otters Report** [APP-156] will be updated to match the **Works Plans (Onshore) (Revision 3)** [PDA-002] at Deadline 2. As detailed in **Appendix 5-2 Obstacle Crossing Register (Revision 2)** [AS-053] and shown on p.43 of Appendix D of the **Water Voles and Otters Report** [APP-156]. WX-043A and WX-043B will cross Water Vole habitat that is classed as 'optimal suitability with water vole present' (no.54) and haul road crossing WX-043C will cross a ditch classed as 'unsuitable with negligible potential for water vole potential' No.62. Ditch No.58 with ' Good suitable and high water vole potential' will not be crossed by the haul road. Ditch numbers 44 to 46 will which have 'optimal suitability with water vole present' are avoided by trenchless crossing with no haul road crossing proposed. WX-043A and WX-043B in **Appendix 5-2 Obstacle Crossing Register (Revision 2)** [AS-053] are at least several hundred metres from the locations where water vole evidence was recorded according to the **Water Voles and Otters Report** [APP-156], which would be too far to be considered a source of disturbance to the species. However, as water voles are highly mobile, pre commencement surveys will be carried out as described in the **Outline Ecological Management Plan (Revision 3)** [AS-114] to allow for any changes on species distribution to be captured and appropriate licence obtained and/ or mitigation measures to be implemented as necessary. For all watercourses identified as requiring haul road crossings where temporary bridge has not been committed, the methodology of the temporary haul road crossings would be determined during the post-consent detailed design stage and may include installation of flume culverts or temporary bridges as detailed within paragraph 274 of **Chapter 5 Project Description** [APP-071]. **Appendix 5-2 Obstacle Crossing Register (Revision 2)** [AS-053] identifies the locations where commitment has been made for use of temporary bridges for the crossings of watercourses. **Chapter 18 Terrestrial Ecology and Ornithology (Revision 4)** [PDC-002] will be reviewed and updated to include assessment of these temporary haul road crossings at Deadline 2.
40	Provide an updated Biodiversity Net Gain (BNG) Strategy [APP-157] or confirm when an updated BNG Strategy	An interactive version of Metric (Excel format) used in the current Biodiversity Strategy to be provided as new submission for Deadline 1 (document references 11.8 and 11.9).

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	would be provided. In addition, provide full BNG metric in excel format.	An updated BNG Strategy and Metrics will be provided at Deadline 5 to include the results of the River Condition Assessment (RCA) surveys and address minor comments raised by ERYC in their **Local Impact Report (LIR**) [PDC-007] and the Environment Agency in their Relevant Representation [RR-039].
41	Provide an indicative layout for horizontal directional drilling (HDD) compounds.	An indicative layout for trenchless crossing compounds will be added to **Appendix 5-3 - Engineering Drawings** [APP-075], at Deadline 2 as this document is being updated to accommodate **Project Change Request 2: Onshore Substation Zone** [AS-152].
Agenda Item 13: Land Use and Ground Conditions		
42	Clarify what assessment has been undertaken to ascertain land segregated by the proposed projects will remain practical for agricultural use. This should consideration the size, shape and ease of access to the segregated land.	The impact assessment associated with the construction phase of the Projects within **Chapter 21 Land Use (Revision 2)** [AS-111] identifies both the agricultural land within the Onshore Development Area and that which surrounds it. It is noted in the magnitude of impact sections (sections 21.6.1.2.2 and 21.6.1.2.3) that there are areas, predominantly associated with haul roads where reinstatement works cannot be completed within the two-year programme. Mitigation measures included within section 21.6.1.2.5 of **Chapter 21 Land Use (Revision 2)** [AS-111] state that "*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 preconstruction, as secured in DCO Requirement 19*". However, it is acknowledged that in some instances it may not be possible to maintain access to all severed land which were not specifically assessed within **Chapter 21 Land Use (Revision 2)** [AS-111]. These areas include, for example, isolated sections of haul roads shown as loops on the plans of **Works Plan (Onshore) (Revision 3)** [PDA-003] (as discussed in section 21.6.1.2.5 of **Chapter 21 Land Use (Revision 2)** [AS-111]). The impacts to owners / occupiers of these areas will be mitigated as set out in section 21.6.1.2.5 of **Chapter 21 Land Use (Revision 2)** [AS-111], specifically "*Private agreements (or compensation in line with the compulsory purchase completion code) will be sought with relevant landowners / occupier*". It is not considered that this would result in changes to the impact assessment carried out as part of **Chapter 21 Land Use (Revision 2)** [AS-111] as these mitigation measures are already incorporated into the assessment.
43	Review the inconsistency with how the sensitivity of Agricultural Land Classification (ALC) 3a has been defined across ES Chapters 19 [APP-158] and 21 [AS-111]. ES chapters are to be updated otherwise justification provided for the inconsistent sensitivity.	With regards to the definitions of the sensitivity of ALC grades within **Chapter 19 Geology and Land Quality** [APP-158], these bandings have been determined with respect to contamination only. For example, agricultural land identified as being "Best and Most Versatile" (BMV) will be more sensitive to changes as a result of contamination (e.g. the mobilisation of contamination as a result of the Projects) than non-BMV land which is generally not utilised for food production. Sensitivity bandings for agricultural land within **Chapter 21 Land Use (Revision 2)** [AS-111] have been defined based on Table 2 of "Institute of Environmental Management & Assessment Guide: A New Perspective on Land and Soil in Environmental Impact Assessment" (IEMA, 2022) and Table 3.11 of "Design Manual for Roads and Bridges, LA 109 Geology and Soils" (Highways England, 2019). With respect to the differences between the bandings in **Chapter 21 Land Use (Revision 2)** [AS-111], the land use chapter determines the sensitivity of agricultural land in terms of the loss (temporary or permanent) of the land from production as a result of the Projects and the quality of the soil on that land and its ability to grow crops.
44	To review the magnitude of impacts definition in Table 21-8 of Chapter 21 [AS-111] and could you explain why the ALC grades feature again. Provide a reference to the guidance document referred to during the Hearing.	Table 21-8 of **Chapter 21 Land Use (Revision 2)** [AS-111] has been modified to remove the duplication of ALC grades as this was an oversight and they do not contribute to the defining the magnitude bandings. The magnitude of impact bandings have been defined using Table 3 of "Institute of Environmental Management & Assessment Guide: A New Perspective on Land and Soil in Environmental Impact Assessment" (IEMA, 2022) and Table 3.2 of "Design Manual for Roads and Bridges, LA 109 Geology and Soils" (Highways England, 2019).
45	Clarify if the proposed return of agricultural land to the landowner within two years includes the reinstatement	The two-year period mentioned within **Chapter 21 Land Use (Revision 2)** [AS-111] refers to land between Jointing Bays only and excludes areas such as haul roads (see Table 21-3 of **Chapter 21 Land Use (Revision 2)** [AS-111]).

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	and aftercare periods as described in the Outline Soil Management Plan [AS-094].	A period of aftercare following the reinstatement of soils will be required in order to return land to its previous agricultural use. The **Outline Soil Management Plan (Revision 2)** [AS-094] states that "*landowner(s) are to be advised and encouraged to manage the land sympathetically and, for the first two-three years after re-instatement, should be aware that re-instated land will farm differently to adjacent areas. The soils are likely to remain wetter for longer in spring and are likely to wet up earlier in autumn. Timeliness of access for arable cultivations, irrigation, fertilising and spraying will be essential to facilitate soil structural recovery.* *The use of organic manures is recommended, though not in the first 12 months after re-instatement, to build up soil matter reserves lost during temporary soil storage. An aftercare programme should be formulated by the contractor to a fertiliser and cropping plan which is agreed with landowner. The need for subsoiling should be regularly assessed, on arable enclosures*." Therefore, there is the potential for aftercare continuing beyond the two-year period in some areas.
46	Clarify if limiting soil reinstatement occurring between April and October due to soil type and seasonal wetness would inhibit land being returned within the stated two year period.	Groundworks campaigns will typically be scheduled to take place during Spring, Summer and early Autumn, utilising the ducted design to minimise the amount of excavation being left open. As stated in section 5.17 of the **Outline Code of Construction Practice (OCoCP)** (Revision 2) [AS-094]: '*Following completion of the Onshore Export Cable Corridor, the working area will be reinstated to a state commensurate with condition prior to the commencement of works (or subject to landowner agreement, improved, according with details set out in the OLMP, (Volume 8, application ref: 8.11) (see Table 3-3). This will include works between jointing bays, where ducts are installed which would be reinstated within two years'*. Any section which cannot be reinstated within two years, would need to be agreed and discussed with ERYC for exceptional circumstances which could not have been foreseen or planned around the seasonal constraints.
47	Review, and update as necessary, ES Chapter 21 [AS-111] as to why only ecological and landowner financial impacts have been assessed in light of all of the aims of agri-environment schemes identified in paragraph 73. To be provided at a later deadline which will be confirmed at Deadline 1.	It is acknowledged that the aims of the agri-environment schemes discussed in section 21.5.2.3.2 of **Chapter 21 Land Use (Revision 2)** [AS-111] were not consistent with the latest JNCC guidance on agri-environment schemes and the guidance from Natural England on entry level stewardship agri-environment schemes. Neither the JNCC or NE guidance suggests flood management is an aim of an agri-environment scheme. The JNCC guidance does however state that '*promoting public access and understanding of the countryside'* is an aim of the higher-level agri-environment schemes. **Chapter 21 Land Use (Revision 2)** [AS-111] will be updated for Deadline 2 to reflect the JNCC and Natural England Guidance and remove reference to promoting flood management as part of the agri-environment schemes objectives. Where further details on the aims of the agri-environment schemes within the Onshore Development Area are available these will be incorporated into Revision 3 of **Chapter 21 Land Use (Revision 2)** [AS-111] for Deadline 2.
48	Without details of the agri-environmental schemes clarify how have you been able to undertake the environmental impact assessment for the proposed projects. Without details of the agri-environmental schemes clarify how can it be concluded that all land under an agri-environmental scheme within the onshore development area would be reinstated to its original condition within two years.	Details of agri-environment schemes held by Molescroft Farms Limited has been obtained by the Applicant which details the deliverables of the schemes entered into by the landowner. This information will be considered in the updated **Chapter 21 Land Use (Revision 2)** [AS-111], at Deadline 2. It should be noted that the agri-environmental schemes held by Molescroft Farms Limited are due to expire in December 2027, which is when construction works for the Projects could potentially commence. Additional information in relation to the details of the agri-environmental schemes present within the Onshore Development Area have been requested from both the Rural Payments Agency and landowners of the potentially affected land. It should be noted that publicly available information indicates that the agri-environmental schemes which interact with the Onshore Development Area are due to expire between December 2025 and December 2028. All payments associated with agri-environmental schemes will cease once construction of the Projects commences on land occupied by the Projects. Following completion of construction works, it will be up to the landowner / occupiers whether to enter into new agreements, based on the latest government options at the time. A commitment has been made by the Applicants to reinstate land impacted by construction works, including land covered by agri-environmental agreements, following the completion works within that area.

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		The affected land will be reinstated, noting that the two-year period mentioned within **Chapter 21 Land Use (Revision 2)** [AS-111] refers to land between Jointing Bays only and excludes areas such as Haul Roads (see Table 21-3 of **Chapter 21 Land Use (Revision 2)** [AS-111]). A period of aftercare following the reinstatement of soils will be required in order to return land to its previous condition. **Chapter 21 Land Use (Revision 2)** [AS-111] will be updated with this acknowledgement and the assessment updated as necessary.
50	Evidence that all necessary remediation and mitigation features (such as tanks, lagoons, wastewater treatment plant etc.) together with other project related spatial constraints could be delivered within the Order Limits.	As noted within the **Outline Drainage Strategy (Revision 2)** [AS-098] any foul water flows are likely to be minimal and may drain to a septic tank or a small foul package treatment plant (additional treatment may be required at the package treatment plan depending on the relevant drainage and sewerage authority requirements). Design sizing and requirements will be determined at detailed design stage but it is considered that these features would be either accommodated within the permanent Onshore Converter Station footprints or be small scale and able to be incorporated within Order Limits immediately adjacent to the permanent Onshore Converter Station footprints. The foul drainage would be designed and situated appropriately in relation to the other SuDS features and final design agreed with the relevant drainage and sewerage authorities in consultation with Lead Local Flood Authority and the Environment Agency as identified within Requirement 17 of the **Draft DCO (Revision 5)** [document reference 3.1]. The **Outline Drainage Strategy (Revision 2)** [AS-098] will be updated at Deadline 2, to confirm the above.
Agenda Item 14: Traffic and Transport		
52	Provide a plan of the A63 Castle Street junction improvements.	**Chapter 24 Traffic and Transport Figure 24-1** to **Figure 24-5 (Revision 2)** has been submitted at Deadline 1. This includes an update to Figure 24-4 to include the location of the A63 Castle Street Improvement works in relation to the Projects sensitive junctions.
54	Provide details of the procedure to cross private access tracks (such as crossings at 6a-b, 9a-b or 11c-d shown on the Streets Plan [APP-018]) with open cut trenching techniques and how this would be secured.	Where the option for open cut trench crossing of a private access track is proposed in the Obstacle Crossing Register the Applicants would ensure that access to any affected properties is managed and made available for non-motorised users and vehicles at all times. The final methodologies for how access would be maintained will be developed at the detailed design stage, options could include: • Agreement with the affected residents to use an alternative route (where available); • Shuttle working, e.g. the use of traffic signals, stop/go boards to maintain a single lane (where track width permits); • The creation of a temporary diversion of the access track within the project Order Limits (appropriate for user type); • Liaison between the Contractor and affected residents to temporarily cover (e.g. steel plates) open trenches to allow access; or • Liaison between the Contractor and affected residents to identify if there is a time the works can be completed without disruption, e.g. during holidays. These crossing methodology options are the same as those described for public roads subject to open cut crossings, as outlined in the **Outline Construction Traffic Management Plan (Revision 2)** [AS-020] section 4.4. In order to secure these measures for maintaining access along private access tracks, the above commitment to maintaining access for private access tracks has been added to the **Outline Code of Construction Practice (Revision 2)** [AS-094] in section 5.15; which is secured within Requirement 19 of the **Draft DCO (Revision 5)** [document reference 3.1].
55	Amend paragraph 256 of ES Chapter 18 [PDC-002] with regard to the location of the TCC at the emergency beach access in relation to the existing boat storage area.	The Applicant will update paragraph 256 of **Chapter 18 Terrestrial Ecology and Ornithology (Revision 4)** [PDC-002] as requested and will provide this document at Deadline 2.
Agenda Item 15: Noise and Vibration (responses to WQs are provided in Appendix A of this document)		

Action No.	Action	Applicants' Response
56	Provide a list of all properties that form part of each Noise Sensitive Receptor as listed in table 25-16 of [APP-201].	As stated in Compulsory Acquistion Hearing Action Point 16, multiple properties are scoped into the study areas and where appropriate these receptors have been grouped in some instances. Where receptors are grouped the result at the worst-affected façade of the worst-affected property has been assessed and presented in **Chapter 25 Noise** [APP-201]. It is important to note that as the worst affected receptor within a group has been assessed, the remaining receptors within that group will be subject to a lower level of noise (in some cases noise levels will be significantly lower, e.g. where receptors within the group are shielded from the noise source but the 'worst case' receptor isn't.). A list of properties included for each receptor group assessed within **Chapter 25 Noise** [APP-201] has been presented in Appendix E of this document.
57	Provide an update on the outcome of the meeting with ERYC that is due to be held on 23 January 2025 regarding discussions about proposed construction hours.	A meeting was held between the Applicant and ERYC on 27th January 2025 to discuss the Applicants comments on the **Local Impact Report (LIR)** [PDC-007]. At the meeting, ERYC's LIR comment ref. 7.76 on construction working hours was discussed. It was agreed that, subject to the Applicant providing further details in the **Outline Code of Code of Construction Practice (Revision 2)** [AS- 094] on the process for agreeing prior consent for working in particularly sensitive sites with ERYC under Section 61 of the Control of Pollution Act 1974; that the construction working hours detailed within Requirement 20 of the **Draft DCO (Revision 4)** [AS-130] were acceptable. The updated **Outline Code of Construction Practice (Revision 2)** [AS-094] is provided at Deadline 1.

Appendix A – Written Questions

Table A-1 The Applicants' Responses to the Examining Authority's Written Questions that were converted to writing arising from Day 2 of the Issue Specific Hearing 2 on 16th January 2025.

Action No.	Question	Applicants' Response
Agenda Item 9: Seascape, Landscape and Visual		
WQ1	To what extent would the design of the converter stations and the associated infrastructure (rather than landscaping mitigation) assist with reducing adverse landscape and visual effects, such as the colour, materials and security fencing?	The level of landscape and visual impact identified in **Chapter 23 Landscape and Visual Impact Assessment** [APP-192] is largely as a result of the location of the Substation Zone, which has been the result of careful site selection, and the scale of the Onshore Converter Station, particularly the main building of up to 24m in height. This size is fixed by technical requirements, and it would not therefore be possible for design changes to substantially reduce the likely effects. The use of colour and materials would assist in improving the visual appearance of the proposed development. The **Design and Access Statement** [APP-233] provides details on how the design principles can be applied to aspects of the design such as the choice of materials, and the use of colour (drawing on Environmental Colour Assessment). The approach to features such as fencing and signage will reflect their location and setting in the landscape. The application of design measures as set out in the **Design and Access Statement** [APP-233] will ensure the design quality of the proposed development, but is unlikely to alter the level of landscape and visual effect as reported in **Chapter 23 Landscape and Visual Impact Assessment** [APP-192].
WQ2	Could the proposed converter stations and any of the associated infrastructure be sunk into the ground to reduce the visual effects of the Proposed Development? If not, why not? Could the lowest existing ground level be used as the starting point for the finished ground level?	The platform levels have been designed to: • Develop platforms which can achieve a gravity drainage design, • Minimise volume of surplus or short fall of soils minimising requirement for traffic movement to import / export soils from the site, • Allow for retention of minimum 1 in 3 gradient side slopes and minimisation of extent of these slopes out with the permanent converter station footprint to minimise the overall minimum land take. Based on current outline drainage design there is limited scope to drop Onshore Converter Station levels further whilst also retaining a gravity drainage solution with assumption of a single large pond as currently shown. The Projects have made commitments for final SuDS design to be landscape lead and therefore suitable difference in ground level between the Onshore Converter Stations platforms and the watercourse that is to be discharged into is required to allow flexibility within this design. Lowering of platform may result in requirement for pumped drainage solution for part or all of the Onshore Converter Station footprints. There would be a risk of pump failure which has potential to cause flooding of the Substation Zone and therefore back-up pumps etc are likely to be required. The pumped drainage solution would need operational maintenance increasing the number of operational maintenance visits required. There is risk of multiple pump failure and therefore significant flooding of the Onshore Converter Station footprints. Lowering of platform would generate surplus soils that would need to be removed from site. This would increase the traffic movements associated with the works and cost of the works to pay for disposal of the excess soils. There is limited space for retention of soils on the site. Lowering of the platform would result in more land take required outside of the permanent Onshore Converter Station footprints for the proposed minimum 1 in 3 earthworks slope and there is limited space available for these more extensive slopes. Retaining walls may be able to be used as an alternative however, these would be significant structures due to length required and may require the import of large quantities of steel and concrete to form. Lowering of the platform would form a sump and more extensive cut off drains (and potentially surface water storage ponds) may be required around the permanent footprints increasing the permanent land take required further.

Action No.	Question	Applicants' Response
		The proposed permanent access road would need to have sufficient ramp down to level of lowered converter station with an appropriate gradient suitable for the AIL and HGV traffic. There would likely be significant earthworks required to form this access ramp and suitability for a gravity surface drainage solution for the road drainage would also need to be considered. The lowest existing ground level cannot be used as starting point for finished ground level as the western side of the footprint would need to be higher than this to allow for a gravity drainage solution to be achieved.
WQ3	Increased cut to reduce finished ground level could result in increased spoil to deliver bunds which are referenced in the Design and Access Statement [APP-233] as being a possibility to provide mitigation. Why hasn't this been explored further yet to reduce significant adverse effects as far as possible? Are there any other landscape mitigation features which have been explored and discounted?	The use of bunds and earthworks to reduce effects has been considered. The response to WQ2 considers this in relation to the platform level, and similar restrictions apply to the creation of bunds above the existing ground level. To provide visual screening, a bund would need to be of substantial height, which would require significant land take. A bund of 10m height, less than half the height of the Onshore Converter Station, with 1 in 3 earthworks on each side, would need to be over 60m across. To the north of the Substation Zone, the Landscape Mitigation Plan includes the retention of an existing mature hedge to form the spine of a new screening plantation. It would not be possible to retain this or other features if large bunds were to be installed. The presence of Ancient Woodland at Bentley Moor Wood limits the potential for bunds in the north-east of the substation zone. They could also not be located in the area occupied by the Yorkshire Water main. The soil of raised bunds tends to dry out more rapidly than soil at natural ground levels. This results in vegetation establishing more slowly on bunds than in the ground, and there is a risk that vegetation fails to establish. Any 'gain' in screening from the raised ground level may be offset by the slower growth in screening woodland. The **Design and Access Statement** [APP-233] will be updated at Deadline 2 to clarify that bunds are not intended to be a means of visual screening. Bunds may be incorporated into the design to utilise excess material, to avoid disposing of this off-site, but would not be of substantial height.
WQ4	East Riding of Yorkshire Council (ERYC) Local Impact Report (LIR) [PDC-007] requests that tree and hedge planting includes some more mature specimens to speed up establishment and integration into the landscape, particularly to the north and south of the converter stations. ERYC requested that tree type should also be related to the most prominent locations to ensure greatest height and spread at those points. Could this be captured by the draft DCO [AS-120] or supporting documents?	Smaller planting stock, such as whips, tends to establish more quickly than more mature plants. Standard trees or similar would provide limited screening benefit at year 1 despite the added height, due to their more open form. They would also be slower to establish and more prone to failure. The creation of woodlands through the planting of large numbers of whips is a tried and tested means of creating dense, bushy growth that provides maximum visual screening. The detail of the landscape planting proposals, including the size and type of planting stock, and location of planting, will be subject to approval by ERYC, controlled by Requirement 10 of the DCO. It is not considered that the **Draft DCO (Revision 4)** [AS-130] or **OLMP (Revision 2)** [AS-096] require to be updated to incorporate this. This approach was also discussed and agreed with ERYC at a call on the 27th January 2025, the SoCG has not been updated with LIR comments. It will be updated in the next draft following ERYC's review of the Applicants responses.
WQ5	What consultation would you need to make on the detailed landscape management plan before it's submission? It would be helpful to the Examining Authority (ExA) for this process to be set out within the outline Landscape Management Plan [AS-096].	The detailed Landscape Management Plan (LMP) will be developed post consent, and will be based on the principles of the **OLMP (Revision 2)** [AS-096] and the **Design and Access Statement** [APP-233]. The detailed (LMP) may comprise more than one document, depending on the stages across which the Projects are constructed. It is envisaged that consultation with ERYC would include meetings with the relevant officers, prior to submission of a draft LMP to ERYC for approval. It would be for ERYC to involve officers or Council members as necessary. Any areas of disagreement would need to be resolved to the satisfaction of ERYC. The **OLMP (Revision 2)** [AS-096] will be updated to incorporate this approach at Deadline 2.

Action No.	Question	Applicants' Response
WQ6	How are the main significant adverse effects of the Proposed Development addressed to achieve good design?	As set out in the **Design and Access Statement** [APP-233] good design includes the siting and location of the proposed development. The site selection and layout design have sought to reduce the potential for adverse landscape and visual effects, whilst balancing this against other environmental and technical requirements. The significant landscape and visual effects of the proposed development are the key driver for the landscape mitigation plan set out in Figure 23-6 of **Chapter 23 Landscape and Visual Impact Assessment** [APP-192]. The mitigation design is focused on screening of the most significant effects on local views. We would welcome further clarification of what the ExA is seeking in relation to this question.
Agenda Item 10: Onshore Historic Environment		
WQ7	Table 22-7 of ES Chapter 22 [AS-092] defines the importance for cultural heritage assets. However, it uses the same description under multiple levels of importance, for example, assets defined as being of 'high importance' could be of national importance, but assets defined as 'medium importance' could also include assets of national importance. Provide a justification as to why the importance for cultural heritage assets is defined in this way; does this confuse the process of determining the importance of a heritage asset?	The methodology for defining the level of importance of heritage assets was agreed with consultees at scoping and modified following Historic England (HE) comments on the Preliminary Environmental Information Report (PEIR) to clarify that Grade II listed buildings have been treated as of national importance. Grade II listed buildings are recognised in the methodology as being of national importance, but the assessment methodology reflects the distinction between 'special interest' (Grade II listed Buildings) and 'More than special interest' (Grade II*) or 'exceptional interest' (Grade I), a distinction that is also reflected in NPS EN-1 and NPPF, which acknowledge that designated heritage assets have differing levels of importance (NPS EN-1 5.9.27, NPPF 213) and draw the distinction between 'designated heritage assets' (including Grade II listed buildings) and 'assets of the highest significance' (Including Grade I and Grade II* listed buildings) (NPS EN-1 5.9.30).
WQ8	Paragraph A.19 of the Principles of Cultural Heritage Impact Assessment in the UK states that "*more often designation is the acknowledgement that the cultural heritage asset is of the highest importance*". Given that Grade II buildings are nationally designated heritage assets, provide further justification as to why are these attributed medium importance, rather than high importance given the aforementioned guidance and the comments from Historic England in [RR-022] that Grade II buildings should not be of 'medium' importance?	As noted in the response to WQ7, the assessment methodology reflects the policy distinctions between differing grades of designated heritage assets. The assessment (**Appendix 22-5 Onshore Infrastructure Settings Assessment** [APP-178]) considers a number of Grade II Listed Buildings (Section 22.5.6) all of which there would be either no change or negligible impact from the Projects. Any increased valuation of Grade II listed buildings would therefore not result in any effects identified in the ES as not significant becoming significant.
WQ9	Within ES Chapter 22 [AS-092], on a number of occasions on a precautionary basis a medium level of heritage importance has been assigned to potential unknown archaeological deposits (such as paragraphs 247 and 252). However, Table 22-7 of ES Chapter 22 indicates that these should be assigned a high level of importance (see the final bullet point of 'high' importance). Why is this the case?	The cited passage of Table 22-7 reads, in full, 'Assets where the importance/existence/level of survival of the asset has not been ascertained (or fully ascertained/understood) from available evidence *and is* considered of high importance as a precautionary measure' (emphasis added). This statement does not set out a universal approach, but refers to sites such as the deserted medieval village cores of Nunkeeling and Cleeton, which haves not been extensively investigated but where there is a clear potential that the remains are of equivalent significance to a scheduled monument. In all cases, the assessment of value of predicted but presently unknown heritage assets is based on all available evidence and follows a reasonable worst-case approach. This is evidenced in the precautionary assessments offered for sites, such as that at Catfoss (Section 5-6), near Nunkeeling (section 11) and near Eske (Section 5) where the value of potential archaeological remains, the character of which had not been fully established, was assessed as Medium using professional judgement in the light of an understanding of their context and information available at the time of assessment. HAP have indicated agreement with the scope and methods of the archaeological surveys undertaken with the worst-case assumptions and the conclusions of the assessment of effects on archaeological remains by email on 18th October 2024, as evidenced in the Statement of Common Ground.

Action No.	Question	Applicants' Response
WQ10	Paragraph 287 of ES Chapter 22 [AS-092] concludes that as any impact during construction would be short term and reversible, any change to setting and associated heritage significance would result in a negligible adverse magnitude of impact, and no material harm to significance. However, the ExA draw the Applicants' attention to the Secretary of State's decision for 'Hornsea Project Four Offshore Wind Farm' DCO which stated that, "*The Secretary of State is aware that where there is an identified harm to a heritage asset, he must give that harm considerable importance and weight. The Secretary of State notes the temporary impact on the setting of the Beverley Sanctuary Limit Stone during construction and therefore ascribes moderate negative weight to matters related to the historic environment in the planning balance*." Should any temporary adverse effects on the setting of heritage assets therefore be offered negative weight in the planning balance and also be recognised in terms ascribing the appropriate level of harm? If not, why not? If so, please update the ES accordingly.	The Applicants agree that harm should be considered within any balancing exercise in planning, and that the duration and reversibility of any harm, in addition to its magnitude, should go to the weighting of any harm in that decision. Paragraph 287 of **Chapter 22 Onshore Archaeology and Cultural Heritage (Revision 2)** [AS-092] discusses impact (i.e. change to setting) rather than effect (i.e. loss of significance) and was made following the site visits to the route and potentially affected heritage assets cited at Paragraph 286. To expand on this statement, the contribution of the agricultural landscape through which the cable route passes to setting of these heritage assets is to allow the viewer to place them into the regionally distinctive agricultural landscape of Holderness. Change to setting arising from the construction works would be observed, but this would be read by a viewer as works within a wider agricultural landscape and would not affect that contribution to significance. It would not be appropriate to comment in detail on an assessment of effects of a different project, but the Applicants understand that the case discussed relates to a scheduled medieval sanctuary stone that was located within the Order Limits of the Hornsea Project Four project. This asset was subject to physical protective measures and construction works that perceptually separated it from the former road line that it represented, thereby giving rise to a discernible, albeit temporary, loss of significance during construction. It is consequently clear that this assessment is not directly comparable with the matter at hand.
WQ11	Paragraph 14 of the onshore infrastructure settings assessment [APP-178] indicates that the settings assessment has been carried out in the basis that the converter stations would be a gas insulated switchgear design, rather than air insulated. However, the ExA understands that the Applicants consider the worst-case scenario design to be air insulated switch gear design to accord with the Landscape and Visual Impact Assessment. Please review this matter.	The Applicants confirm that AIS has been considered in the worst case (as set out at **Chapter 22 Onshore Archaeology and Cultural Heritage (Revision 2)** [AS-092], Table 22-1) as it represents the maximum extent of build out at the Converter Station (as per **Chapter 5 Project Description** [APP-071], section 5.7.2). The parameters used for assessment in the onshore infrastructure settings assessment are identical to those set out in the ES, and reflect the maximum spatial build out and height. It is not anticipated that the use of GIS would lead to any change in the assessed magnitude of effect on any heritage assets considered within the ES assessment.
WQ12	Does the draft DCO [AS-120] or its supporting documents ensure that the converter station buildings would be constructed to the south of the converter station area marked on the works plans? If not, has the ES assessed the worst case scenario if the converter station buildings were to be built closer to the scheduled monument at Butt Farm than as shown on indicative plans?	The Applicants can confirm that the Onshore Converter Station buildings will be constructed wholly within the areas marked as Works Nos. 25A and 26A/B on the **Works Plans (Onshore) (Revision 3)** [PDA-003]. This is secured through the description of onshore works in Schedule 1 Part 1 of the **Draft DCO (Revision 5)** [document reference 3.1].
WQ13	Figure 23-15b1 [PDA-010] shows that there would be no views of the proposed converter stations from Blackmill. However, paragraph 309 of ES Chapter 22 [AS-092] suggests that there would be "varying visibility" of the converter station likely. Why is there this discrepancy and would there be views of the converter stations from Blackmill and the scheduled barrows? If there are would figure 23-15b1 need to be updated?	**Figure 23-15c1** [PDA-010] is an annotated photograph, and not a photomontage. Rather than a representation of the potential view, it shows the existing view with an indication of the location of the Onshore Converter Station. The locations of heritage-specific visualisations have been agreed with consultees and microsited on site by the photographer using their professional judgement to offer a representation of the view from the agreed location. As discussed in oral evidence at ISH2, any visualisation can only illustrate a single static viewpoint and needs to be contextualised in the narrative assessment both in terms of the relationship of that view to setting and the degree to which that view is representative. Blackmill stands in a large open area in the Westwood, edged by tree planting, with views south through clump planting on the Westwood and through the avenue of trees to Walkington Road into a relatively open view including woodland and modern buildings. Blackmill would be experienced in a number of views as the viewer moves around this open area, and any visibility of the Onshore Converter Stations would be in passing views southwards as the viewer moves around the Westwood, rather than

Action No.	Question	Applicants' Response
		as the single static viewpoint illustrated by this visualisations; the assessment in the Environmental Statement acknowledges this variation in visibility and considers it in the assessment. Visibility of the Onshore Converter Stations in views from around Black Mill would be limited and largely dependent on the exact location of the viewer, with visibility of the converter station passing in and out of view, but where appearing always partially screened and distant. This visibility would neither detract from the fortuitous architectural composition formed by Black Mill's isolation in an open area, nor would it affect any sense of Black Mill being the principal element in these views. The text in the assessment at paragraph 309 of **Chapter 22 Onshore Archaeology and Cultural Heritage (Revision 2)** [AS-092] reflects and describes this visibility accurately, providing an appropriate context for the assessment.
WQ14	Figure 23-15c1 [PDA-010] shows that there would be no views of the proposed converter stations from perimeter of Risby Hall Registered Park and Gardens. However, paragraph 131 of the Onshore Infrastructure Settings Assessment [APP-178] suggests that "*from the woodland bounding the northeast perimeter of the park visibility of the Onshore Substation Zone may be partially achievable*." During the Unaccompanied Site Inspection, the ExA visited the vicinity of viewpoint CH5 and it appeared that it would be likely that views of the converter stations would be available. Why does Figure 21-15c1 suggest that there would not be views of the converter station and does this need to be updated?	**Figure 23-15c1** [PDA-010] is an annotated photograph, and not a photomontage. Rather than a representation of the potential view, it shows the existing view with an indication of the location of the Onshore Converter Stations. The locations of heritage-specific visualisations have been agreed with consultees and micro-sited on site by the photographer using their professional judgement to offer a representation of the view from the agreed location. Clearly, and as noted at the response to WQ13, these views are experienced as the viewer moves through the landscape rather than as the single static viewpoints illustrated by these visualisations and the ZTV offers a useful tool in judging the potential visibility; the assessment in the Environmental Statement acknowledges this variation in visibility and the referenced paragraph contextualises the potential visibility (that is noted by the ExA) in their site visit in the assessment. The viewpoint itself shows that in this specific view that the Onshore Converter Stations would be at least partially screened by intervening trees and hedges, but that this screening would vary as the viewer moves and the line of sight to the Onshore Converter Station changes. Visibility of the Onshore Converter Stations from areas immediately outside the perimeter of the park would be limited by the combination of planting and topography, and would vary with the exact location of the viewer. The Onshore Converter Stations would pass in and out of view as the viewer moves through the landscape. The text in the assessment at paragraph 131 of the **Appendix 22-5 Onshore Infrastructure Settings Assessment** [APP-178] reflects and describes this visibility accurately, providing an appropriate context for the assessment.
Agenda Item 12: Onshore Ecology		
WQ15	ES Chapter 18 [PDC-002] considers the potential effects on commuting and foraging bats. • Clarify why risk of killing or injury during construction is not considered to be a potential risk for foraging and commuting bats (with reference to paragraph 336) but is considered a potential risk for roosting bats (as detailed in paragraph 327). • Confirm if appropriate consideration has been given to the loss of the ecological function in relation to commuting and foraging bats that might be caused by the creation of gaps from proposed hedgerow removal. • The Outline Ecological Management Plan [AS-114] has considered pre-construction mitigation measures for commuting and foraging bats. Would there be an opportunity to include additional mitigation measures for the period during and post construction	**Chapter 18 Terrestrial Ecology and Ornithology (Revision 4)** [PDC-002] considers the risk of killing and injuring roosting bats during construction, as this is a time when bats are most vulnerable. The habitat clearance expected to be undertaken during this phase could, without mitigation measures, be the most significant impact of the projects on bats. The killing or injury of foraging and commuting bats during construction has not been considered because, as specified in the **Outline Code of Construction Practice [AS-094]**, the core working hours fall mostly within daytime, a time when bats are still in their roosts and not normally active. Generally, the risk of bats in flight being harmed by colliding with stationary or slow-moving construction machinery is very low and not normally considered a potential effect. No comments have been received from stakeholders on this issue including ERYC and NE. The majority of the habitats within the Onshore Development Area are of low suitability for foraging and commuting bats, with some parcels of woodland and hedgerows providing moderate habitat and connectivity to the wider landscape respectively (**Appendix 18-6 Bats Report - Monthly Activity Transects** [APP-147]). Nevertheless, there were features that include hedgerows deemed to be important to commuting and foraging bats and these are highlighted in the **Habitats of Protected Species (Onshore)** [APP-026]. The impact on potential loss of habitat connectivity associated with hedgerow removal on commuting and foraging bats was discussed with Natural England and emphasis was placed around those that could be important commuting routes between any roosts found within the Onshore Development Area, however no bat

Action No.	Question	Applicants' Response
	such as the replacement of dead hedging whilst new hedgerows are growing? If not, why not?	roosts have been identified and as a result no specific mitigation has been proposed. Further roost assessment will be carried out as part of the suite of pre commencement surveys proposed in the **Outline Ecological Management Plan (Revision 3)** [AS-114]. Furthermore, it is worth considering that many features of interest to commuting and foraging bats such as watercourses and hedgerows have been avoided by trenchless crossing techniques. The need for further mitigation measures regarding foraging and commuting bats will be reviewed once the final details of location and extent of hedgerow removal is complete prior to the start of construction. The **OLMP (Revision 2)** [AS-096] includes details of maintenance during the five year post construction period, Table 1-5 includes an indicative maintenance schedule. This would include the replacement of dead hedging, during the establishment period. Requirement 11 of the **Draft DCO** [AS-130] also requires that the success of planting will be monitored for five years after planting. During this period any plants which fail, die, are removed, or become seriously damaged or diseased, in the opinion of East Riding of Yorkshire Council, shall be replaced in the first available planting season with a specimen of the same species and size as that originally planted.
Agenda Item 15: Noise and Vibration		
WQ16	ES Chapter 25 [APP-201] assessed Noise Sensitive Receptors (NSR) 3 and 4 (shown on figure 25-1a of [APP-202]) in relation to onsite construction noise from the landfall zone and separately in relation to onsite construction noise at the temporary construction compounds (TCC) and potential horizontal directional drilling (HDD) locations. Clarify which two receptors have been assessed in relation to cumulative impacts from the landfall construction noise, as well as TCC and HDD noise, and signpost where the information is provided.	The interactions between these impacts has been assessed in section 25.10 of **Chapter 25 Noise** [APP-201]. The following was concluded in terms of the interaction of noise impacts (i.e. cumulative noise impacts) in Table 25-28 of **Chapter 25 Noise** [APP-201]: *"There may be interactions between the Landfall and Onshore Export Cable Corridor construction as well as the Onshore Export Cable Corridor and Onshore Converter Station(s) construction. It should be noted that worst case assumptions have been used for each impact (Impacts 1-3 and 4) of the construction noise and vibration assessment therefore the effect level is unlikely to increase the significance of effect."* In other words, no cumulative noise predictions were undertaken as it is considered that the impact would be likely to be no worse than worst case construction impact (from one of landfall, HDD, TCC or converter station construction) for each receptor. This applies to those receptors, like NSR 3 and 4 who may be affected by multiple sites. It should also be noted that The Projects have committed to use best practicable means mitigation when undertaking the proposed works. This includes 'programming of noisy activities to minimise adverse effects' and the use of acoustic screening. Cumulative impacts would only occur at a receptor if the loudest activities at the relevant sites occurred at the same time. This could be avoided through appropriate planning / programming (and is unlikely to occur in any case). In addition, and as mentioned above, the predicted noise levels are considered a worst case and do not include for other Best Practical Means (BPM) measures such as site hoardings, local screening etc. If required by ERYC, prior consent under Section 61 of the Control of Pollution Act 1974 will be sought.
WQ17	Table 25-20 of ES Chapter 25 [APP-201] identifies a high magnitude of impact for Eske Lane (Link 73) with two residential properties along this road being identified as having a medium sensitivity. Whilst noting the information provided in paragraph 178 of ES Chapter 25 [APP-201], explain in more detail how a reduction from major adverse to minor adverse was concluded. Explain or signpost to proposed mitigation measures and how they would be secured	The initial assessment of road traffic noise impacts considered the change in noise due to construction traffic with criteria set out in Table 25-11 of **Chapter 25 Noise** [APP-201]. For roads where the change in road traffic noise was predicted to be less than a 3 dB increase the effect would be minor for medium sensitivity receptors. For changes in road traffic noise above 3 dB (including Eske Lane) a more detailed assessment was undertaken, including looking at the absolute criteria of Table 25-12 of **Chapter 25 Noise** [APP-201]. The absolute road traffic noise criteria is from DMRB LA111, which sets out operational noise LOAELs (lowest observable adverse effect level) and SOAELs (significant observable adverse effect level). For daytime the LOAEL is 55 dB LA10,18hr façade and SOAEL is 68 dB LA10,18hr façade. It should be noted that this criteria considers ongoing operational noise and so could be considered as a conservative set of criteria to apply as the construction traffic from the Projects, which will be temporary in nature.

Action No.	Question	Applicants' Response
		Noise was calculated at the most-affected facades of the two single-storey residential properties that may be affected by construction traffic on Eske Lane. As stated in Paragraph 178, the calculated noise level during peak construction is 57-58 dB LA10,18hr façade at these receptors, which is 2 to 3 dB above the LOAEL and 10 to 11 dB below the SOAEL. As a SOAEL is equivalent to an onset of a significant effect, it is not considered appropriate to conclude receptors on Eske Lane as having a significant effect due to construction road traffic, and therefore the effect was reduced below a significant effect to a minor (not significant) adverse effect. Furthermore, these noise levels are approximately 53-54 dB in terms of the $L_{Aeq,T}$ metric. The following points compare these noise levels to the noise criteria in relevant standards and guidance: When assessed against the guidance in the 'Professional Practice Guidance on Planning & Noise – Planning & Noise' (ProPG) these noise levels would present a negligible to low risk of adverse of new residential development. BS 8233:2014 provides guidance on noise levels in external areas it states: *'For traditional external areas that are used for amenity space, such as gardens and patios, it is desirable that the external noise level does not exceed 50 dB $L_{Aeq,T}$, with an upper guideline value of 55 dB $L_{Aeq,T}$ which would be acceptable in noisier environments'.* It is important to note that these criteria relate to long term noise exposure and so could be considered as a conservative set of criteria to apply as any construction traffic noise impacts will be temporary in nature. The noise levels predicted at the most affected window of the dwellings on Eske Lane are below 55 dB LAeq,T. In addition, noise levels will be further reduced at locations in external amenity / garden areas further away from the road. BS8233:2014 also provides guidance on internal noise levels inside dwellings (again these are based on long term exposure and can be considered onerous for temporary noise sources). BS 8233 states that for reasonable conditions inside living rooms, daytime noise levels should not exceed 40 dB LAeq,16hr (ref. BS 8233 Table 4 and Note 7). Even a very basic building façade is likely to offer approximately 25 dB noise attenuation from outside to inside. This would result in internal noise levels of less than 30 dB LAeq,16hr inside the dwellings on Eske Road. The noise reduction provided by the façade would be reduced if windows were open. However, assuming 13 dB for a partially open window internal noise levels would still be approximately 40 dB LAeq,T and would be well below the BS 8233:2014 criteria for reliable speech communication at 2 metres (51 dBA). It is also important to note that the occupants can always choose to close their windows if they consider it necessary (especially as they would only need to close windows that faced the roads). Due to the reasonings set out in paragraph 178 of **Chapter 25 Noise** [APP-201] and considering the additional context provided in this response in relation to absolute noise levels, it is not considered appropriate to conclude that significant adverse effects would occur at the properties on Eske Lane. Therefore, the effect of construction road traffic noise on Eske Lane is predicted to be minor adverse (not significant).

Appendix B – Shipping and Navigation Cumulative Vessel Deviation

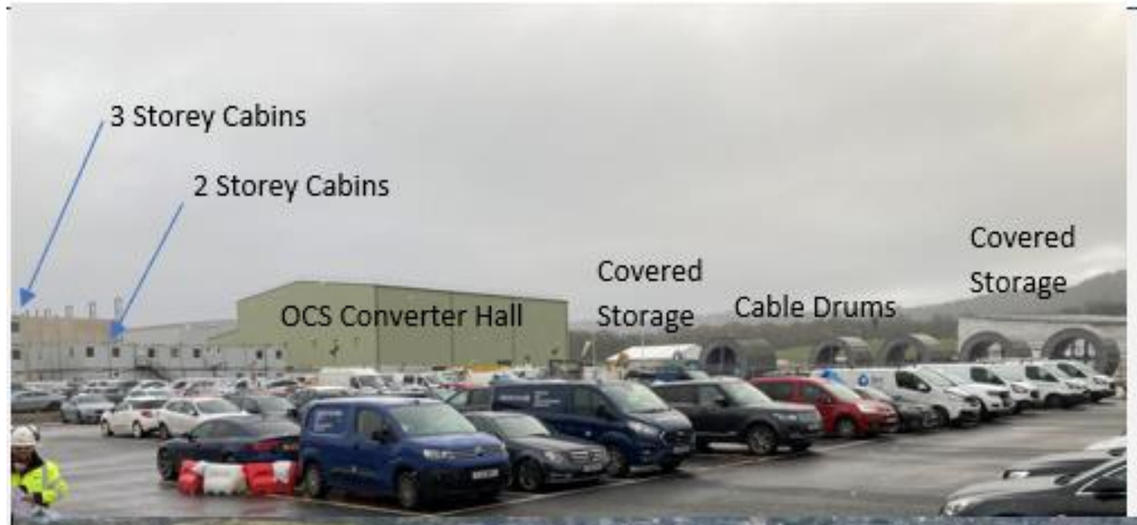
Table B-1 Shipping and Navigation Cumulative Vessel Deviation

Route	Vessels per Week	Isolation Deviation		Cumulative Deviation		Nature of Cumulative Deviation
		Dist	%	Dist	%	
1	7 to 8	-	-	-	-	No deviation required.
2	7 to 8	-	-	0.6	0.2	Passing through the navigational corridor between Hornsea Project One, Hornsea Project Two and Hornsea Three – no interaction with DBS East or DBS West Array Areas..
3	3 to 4	0.1	<0.1	0.1	<0.1	No further deviation required for cumulative scenario.
4	3 to 4	0.1	<0.1	0.7	0.2	Passing further east of the DBS East Array Area and through the navigation corridor between Hornsea Project Two and Hornsea Four.
5	2 to 3	-	-	4.7	0.7	Passing west of Hornsea Four – no interaction with DBS East or DBS West Array Areas.
6	2	1.0	0.3	2.1	0.6	Passing west of the DBS West Array Area and through the navigation corridor between Hornsea Project One, Hornsea Project Two and Hornsea Three.
7	2	-	-	-	-	No deviations required.
8	1 to 2	-	-	-	-	No deviations required.
9	1 to 2	6.8	0.6	7.3	0.6	Passing west of the DBS West Array Area and through the navigation corridor between Hornsea Project One, Hornsea Project Two and Hornsea Three.
10	1 to 2	4.4	1.1	6.5	1.6	Passing south and east of DBS East Array Area through the navigation corridor between Hornsea Project Two an Hornsea Four, and east of Dogger Bank C.

Appendix C – Example Construction Compound Photos

As outlined in responses to Action Points from ISH2 on the 16th January and Supplementary Agenda Questions, this appendix provides examples of Temporary Construction Compounds to assist Interested Parties and the ExA to understand what may be implemented at the various locations set out for Temporary Construction Compounds within the Onshore Cable Corridor and Onshore Substation Zone. These are provided to assist Interested Parties, but it must be acknowledged that these examples are not directly comparable as compounds for the Projects will need to adjust to geographical, supply chain and local logistical requirements.

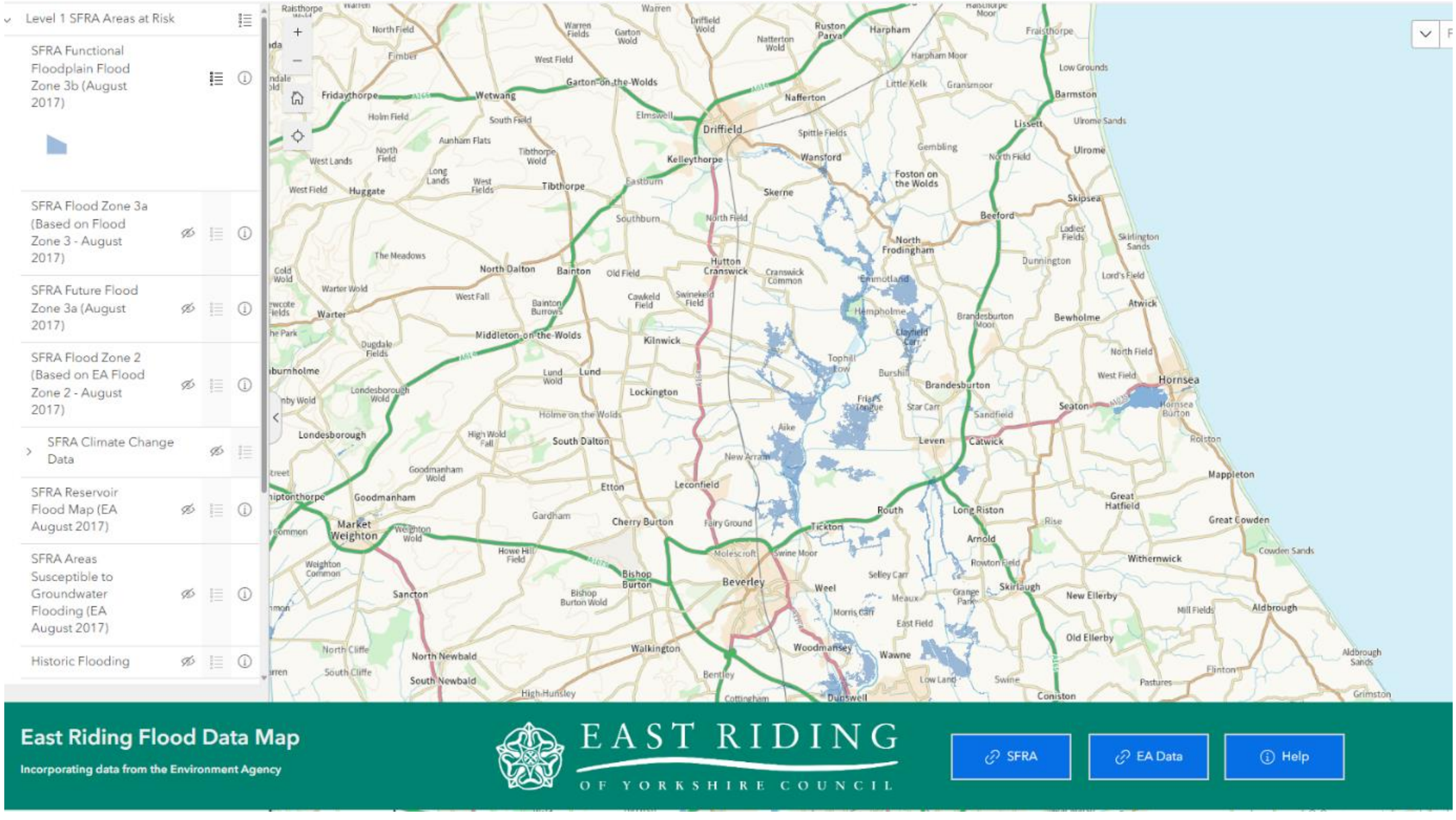
Plate 1 Example Main Onshore Converter Station construction compound showing key areas include Offices, Parking, Laydown, Secure Laydown (Cables), Topsoil Storage. The scheme also included additional works to expand pre-existing Bunds (landfill) with solid arisings.



Additional Satellite TCC for Laydown added post DCO ,
Offsite areas also used due to constraints

Appendix D – ERYC Level 1 SFRA data

Extract taken from ERYC Flood Data Map, available at: https://experience.arcgis.com/experience/5e2e9d137f5e4259a73ba3220140ba90/



Appendix E - All properties that form part of each Noise Sensitive Receptor as listed in Table 25-16 of Chapter 25 Noise

Table E-1 Summary of Noise Sensitive Receptors by Group or Individual

Receptor	Type (approx. no. properties)	Description	Comments
Within the Environmental Statement **Chapter 25 Noise** [APP-201], multiple properties have been scoped into the study areas. Where appropriate these receptors have been grouped in some instances. Where receptors are grouped the result at the worst-affected façade of the worst-affected property has been assessed and presented in **Chapter 25 Noise** [APP-201]. It is important to note that the assessment of impacts are not intended to assess each individual property but at properties worst-affected by noise and vibration. As the worst affected receptor within a group has been assessed, the remaining receptors within groups will be subject to a lower level of noise (in some cases noise levels will be significantly lower, e.g. where receptors within the group are shielded from the noise source but the 'worst case' receptor isn't). The descriptions of receptors listed below should be read in conjunction with Figure 25-1 of the Environmental Statement (ES) [APP-202]. The receptor groups have been categorised by number of properties in each group (less than 5, 5-19, 20+). Where considered appropriate, additional information has been provided, e.g. for receptors where high impacts have been identified or where there are relatively large groups. A full list of properties in each group is provided in **Table E-2** below. Please note that the construction road traffic noise impacts were assessed per road link in the traffic study, assessing the change in road traffic noise on each road link. The receptors in the list below have been identified separately based on study areas for construction vibration (100m from worksites), construction noise (300m from worksites) and operational noise (500m from operational converter station(s)). Therefore, there may be receptors included in the traffic noise assessment that are not identified in the list below.			
R1	Group (20+)	Residential Caravans at Skipsea Sands and Residential Houses on Green Lane, Skipsea, YO25 8UA	For this receptor, the worst-affected property assessed in the ES is a residential caravan to the southeast, nearest to the relevant worksite.
R2	Group (20+)	Residential Caravans at Ulrome Seaside Caravan Park, Skipsea, YO25 8TT	For this receptor, the worst-affected property assessed in the ES is a residential caravan to the north, nearest to the relevant worksite. The residential caravans that are situated further into the area will be subject to significantly lower noise levels due to screening and distance.
R3	Group (20+)	Residential Houses and Flats on Hornsea Road from Braemer (west) to Southdene (east), Skipsea, YO25 8ST	For this receptor, the worst-affected property assessed in the ES is Southdene, Hornsea Road, Skipsea, YO25 8ST, nearest to the relevant worksite.
R4	Group (less than 5)	Residential Houses at Strawberry Fields Holiday Park, Skipsea, YO25 8TF	
R5	Individual	Skipsea Primary School, Hornsea Road, Skipsea, YO25 8ST	
R6	Group (less than 5)	Residential Caravans on Hornsea Road (Cliff Edge), Skipsea, YO25 8SX	
R7	Individual	Residential House at Southfield House Farm, Hornsea Road, Skipsea, YO25 8SY	
R13	Individual	Residential House at Woodnook Fold, Catfoss Road, Nunkeeling, YO25 8EH	
R14	Individual	Residential House at Sunnyside, West Road, Sigglesthorne, HU11 5QL	
R15	Individual	Residential House at Catfoss Hall, Catwick Road, Catfoss, HU11 5QN	
R16	Group (less than 5)	Residential Houses at Riston Grange, White Cross Road, Long Riston, HU11 5SA	
R19	Group (less than 5)	Residential Houses at Manor House Farm, Meaux Lane, Routh, HU17 9SR	For this receptor, the worst-affected property assessed in the ES is the most southerly residential building in this group, nearest to the relevant worksite.
R22	Group (less than 5)	Residential House at Seven Oaks, Routh, HU17 9SL	

Receptor	Type (approx. no. properties)	Description	Comments
R23	Group (less than 5)	Residential House at Hall Farm, Main Road, Routh, HU17 9SL	
R24	Group (less than 5)	Residential House at Field House Farm, Main Road, Routh, HU17 9SL	
R25	Individual	Residential House at Keepers Cottage, Eske Lane, Tickton, HU17 9SG	
R26	Group (less than 5)	Residential Houses at Molescroft Carr Farm, Carr Road, Molescroft, HU17 7JZ	
R27	Group (5-19)	Residential Houses on Hambling Drive, Molescroft, HU17 9GD	For this receptor, the worst-affected property assessed in the ES is the most northerly residential building in this group, nearest to the relevant worksite. The residential houses that are situated further into the area will be subject to significantly lower noise levels due to screening and distance.
R29	Individual	Busy Bees Nursery, Grange Way, Molescroft, HU17 9GP	
R30	Group (20+)	Residential Houses on Beverley Drive/Johnston Court/Marchant Close/Pighill Lane/Whitefields Close, Molescroft, HU17	For this receptor, the worst-affected property assessed in the ES is the most northerly residential building in this group, nearest to the relevant worksite. The residential houses that are situated further into the area will be subject to significantly lower noise levels due to screening and distance.
R33	Individual	Beverley Ambulance Station, Driffield Road, Molescroft, HU17 7LP	
R34	Group (less than 5)	Residential House and Flats at Field Head/Swanfield Veterinary Surgery, Driffield Road, Leconfield, HU17 7LU	
R35	Group (less than 5)	Residential Houses (The White House and Constitution Hill Farmhouse) on Malton Road, Molescroft, HU17 7QY	
R37	Individual	Residential House at Walkington Gatehouse, Broadgate, Walkington, HU17 8RG	
R38	Group (20+)	Residential Houses in Broadgates Residential Area (Including on roads Ash Dene, Broadgate, George Lane, Hayward Close, Huzzard Close, Megson Way, Nightingale Close, Oriel Close, Speedwell Lane, The Haven), HU17	For this receptor, the worst-affected property assessed in the ES is closest to potential horizontal directional drill (HDD) worksite to the northeast. The residential properties situated further into the residential area will be subject to significantly lower noise levels due to screening and distance. Noise levels were also assessed at the worst-affected properties to the southeast of the residential area that could be affected by worksites to the southeast. However, these worksites are significantly further away from the nearest residential properties compared to the distance between properties and worksites to the northeast (i.e. those discussed in the previous paragraph).
R39	Individual	Residential House at Butt Farm, Victoria Road, Beverley, HU17 8PJ	
R40	Individual	Residential House at 158 (Clun Valley), Victoria Road, Beverley, HU17 8PJ	
R42	Individual	Residential House at Jocks Lodge, Victoria Road, Beverley, HU17 8PJ	
R43	Individual	Residential House at Rose Villa, Beverley Road, Bentley, HU17 8PP	
R46	Individual	Residential House at Mouse Hill, Beverley Road, Bentley, HU17 8PP	
R47	Individual	Residential House at Jillywood Farm, Beverley Road, Bentley, HU17 8PP	
R48	Individual	Residential House at Poplar Farm, Park Lane, Cottingham, HU16 5SA	

Receptor	Type (approx. no. properties)	Description	Comments
R51	Individual	Residential House at Westwood Stud Farm, Newbald Road, Bishop Burton, HU17 8EF	
R53	Group (20+)	Residential Houses at 202-232 Hull Bridge Road, Tickton, HU17 9RT and Little Storkhill Meadow, Tickton, HU17 9SA	For this receptor, the worst-affected property assessed in the ES is the most westerly residential building in this group, nearest to the relevant worksite. The residential houses that are situated further into the area will be subject to significantly lower noise levels due to screening and distance.
R54	Individual	Residential House at Mount Pleasant Cottages, York Road, Beverley, HU17 8QY	
R55	Individual	Residential House at Field House, Rise Lane, Catwick, HU17 5PN	
R56	Individual	Residential House at Carr House Farm, Carr Lane, Long Riston, HU11 5JU	
R57	Group (5-19)	Residential Houses on Main Street, Bentley, HU17 8PP	The group of properties represented by this receptor is in the operational study area (within 500m of the operational onshore converter station(s)) but are not within the construction study area (300m from worksites). For this receptor, the worst-affected property assessed in the ES is Rose Cottage, Main Street, Bentley, HU17 8PP.
R58	Group (less than 5)	Residential Houses at Manor Cottage & Manor Lodge, Catwick Road, Catfoss, HU11 5QN	
R59	Individual	Residential House at Low Burn, Eske Lane, Tickton, HU17 9SG	
R60	Individual	Residential House at Carr House, Eske Lane, Tickton, HU17 9SG	
R61	Individual	Residential House at Bonwick Lodge, Bewholme Lane, Skipsea Brough, YO25 8EE	
R62	Individual	Residential House at Dunnington Grange, Skipsea Lane, Dunnington, YO25 8EF	
R63	Individual	Residential House at Moor Grange, Beverley Road, Beeford, YO25 8AE	
R64	Group (less than 5)	Residential Houses at Hind House & Catfoss Grange Bungalow, Harsell Lane, Seaton, HU11 5QN	
R65	Individual	Residential House at Woodlands, Main Road, Nunkeeling, YO25 8EH	
R66	Group (less than 5)	Residential House at Spring Mount, Victoria Road, Beverley, HU17 8PJ	
R67	Individual	Residential House at Bentley Lodge, Victoria Road, Beverley, HU17 8PJ	
R68	Individual	Residential House at Low Park Farm, Carr Road, Molescroft, HU17 7JZ	
R69	Group (less than 5)	Residential House at Smiddys Farm, Cleeton Lane, Skipsea, YO25 8SR	
R70	Individual	Residential House at Roselea, Hull Bridge Road, Beverley, HU17 9RS	

Table E-2 Individual Noise Sensitive Receptors

Receptor	Receptor Address	Class Description
This table should be read in conjunction with Table E-1 above, which summarises the receptors. The data below represents OS AddressBase Plus points within the receptor areas shown in Figure 25.1 of the Environmental Statement [APP 202]. The data has been taken directly from OS AddressBase Plus data. Within the Environmental Statement **Chapter 25 Noise** [APP-201], multiple properties have been scoped into the study areas. Where appropriate these receptors have been grouped in some instances. Where receptors are grouped the result at the worst-affected façade of the worst-affected property has been assessed and presented in **Chapter 25 Noise** [APP-201]. It is important to note that the assessment of impacts are not intended to assess each individual property but at properties worst-affected by noise and vibration. As the worst affected receptor within a group has been assessed, the remaining receptors within groups will be subject to a lower level of noise (in some cases noise levels will be significantly lower, e.g. where receptors within the group are shielded from the noise source but the 'worst case' receptor isn't).		
R1	East View, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Self Contained Flat (Includes Maisonette / Apartment)
R1	13, October Cottage, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Detached
R1	12, East Coast Cottage, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Detached
R1	19, Union Retreat, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Detached
R1	8, Sunray, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Detached
R1	Southfield 122, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 143, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 120, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 167, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 9, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 145, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 161, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 169, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 165, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 10, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 125, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 136, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 164, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 130, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 170, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 159, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 163, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan

Receptor	Receptor Address	Class Description
R1	Southfield 158, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 160, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 134, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 48, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 123, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 2, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 149A, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 26, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 126, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 132, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 171, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 124, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 138, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 1, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 128, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 149, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 154, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 157, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 6, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 28, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	14, Crest Lodge, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Detached
R1	Southfield 8, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 162, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 156, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 141, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 147, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	15, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Detached

Receptor	Receptor Address	Class Description
R1	The Haven, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Detached
R1	18, Beachcomber, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Detached
R1	16, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Detached
R1	20, Edgewave, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Detached
R1	Southfield 23, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 172, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 20, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 11, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 22, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 30, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 44, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 148, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 47, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 135, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 127, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 25, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 129, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 27, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 131, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 18, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 31, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 142, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 168, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 37, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 21, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 173, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 13, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan

Receptor	Receptor Address	Class Description
R1	Southfield 151, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 15, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Soutfield 5, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 121, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 38, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 42, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 41, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 176, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 166, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 51, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 14, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 144, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 174, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 155, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 152, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 16, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 33, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 32, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 153, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 24, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 34, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 40, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 175, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 150, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Soutfield 7, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 133, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 187, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan

Receptor	Receptor Address	Class Description
R1	Southfield 29, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 43, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 36, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 53, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 49, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 137, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 17, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Soutfield 35, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 4, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 39, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 3, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 12, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 129A, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 140, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 146, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 19, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	Southfield 139, Skipsea Sands Holiday Park, Mill Lane, Skipsea, YO25 8TZ	Residential Dwelling - Caravan
R1	7, Freshfield, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Detached
R1	Caravan At Site Of 9 And 10, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Caravan
R1	Caravan, Site Of 21, Green Lane, Skipsea, YO25 8UA	Residential Dwelling - Caravan
R2	F 25, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 22, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 13, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 24, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 24, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 20, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 12, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan

Receptor	Receptor Address	Class Description
R2	H 35, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 22, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 28, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 10, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 35, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 16, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 22, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 17, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 46, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 20, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 21, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 19, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 5, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 24, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 17, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 32, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 27, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 16, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 45, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 30, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 1, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 5, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 4, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 6, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 14, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 15, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 1, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan

Receptor	Receptor Address	Class Description
R2	D 34, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 33, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 6, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 9, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 2, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 23, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 34, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 21, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 2, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 24, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 16, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 10, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 25, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 10, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 17, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 8, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 14, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 23, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 4, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 19, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 22, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 13, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 18, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 16, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 39, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 17, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 43, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan

Receptor	Receptor Address	Class Description
R2	H 21, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 18, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 20, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 9, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	D 33, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 26, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 15, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 3, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 24, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 6, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 51, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 18, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 43, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 21, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 19, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 48, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	C 29, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 37, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 19, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 19, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 23, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 28, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 11, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 12, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 29, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 4, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 31, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan

Receptor	Receptor Address	Class Description
R2	N 21, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 23, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 42, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 16, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 12, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 6, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 40, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 15, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 22, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 46, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	M 11, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 10, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 52, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 4, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 14, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 1, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 3, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 12, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 18, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 2, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 2, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 47, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 8, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 1, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 19, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 3, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 17, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan

Receptor	Receptor Address	Class Description
R2	E 7, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 8, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 48, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 6, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	M 12, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	M 13, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 4, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 14, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 41, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 10, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 49, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 11, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 18, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 13, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 5, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 9, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 16, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 13, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 5, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 13, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	M 14, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	M 15, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 7, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 42, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 4, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 10, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 9, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan

Receptor	Receptor Address	Class Description
R2	J 6, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 17, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 11, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 14, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 14, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 8, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 16, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 11, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	D 32, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 22, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 26, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 44, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 44, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 5, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	D 31, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 30, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 25, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 15, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 49, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 7, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 12, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 7, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 12, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 20, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 40, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	D 30, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 18, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan

Receptor	Receptor Address	Class Description
R2	G 13, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 47, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 19, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 38, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 29, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 21, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 50, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 23, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 15, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 27, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 45, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 18, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 26, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 50, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 7, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	I 3, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 8, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 36, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	J 5, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 27, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 31, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 9, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 32, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	H 41, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 14, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 7, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 20, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan

Receptor	Receptor Address	Class Description
R2	F 3, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 15, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	G 11, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 17, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	E 15, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 8, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	F 20, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 11, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R2	N 9, Ulrome Seaside Caravan Park, East End, Ulrome, YO25 8TT	Residential Dwelling - Caravan
R3	Braemar, Breamar, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Detached
R3	Boucette, Boucette, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Detached
R3	Redbricks, Redbricks, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Semi-Detached
R3	Flat 2, Skipsea Service Station, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Self Contained Flat (Includes Maisonette / Apartment)
R3	Rose Lea, Roselea, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Semi-Detached
R3	Southlands, Southlands, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Semi-Detached
R3	Daniella Rose, Daniella Rose, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Semi-Detached
R3	Peacehaven, Peacehaven, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Detached
R3	1, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Semi-Detached
R3	9, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced
R3	Southdene, Southdene, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Detached
R3	13, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced
R3	2, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Semi-Detached
R3	Threeways, Threeways, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Detached
R3	5, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced
R3	10, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced
R3	8, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced
R3	12, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced

Receptor	Receptor Address	Class Description
R3	4, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced
R3	3, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced
R3	14, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced
R3	15, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Semi-Detached
R3	7, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced
R3	6, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced
R3	11, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Terraced
R3	16, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Semi-Detached
R3	Skipsea Service Station, Flat 1, Skipsea Service Station, Hornsea Road, Skipsea, YO25 8ST	Residential Dwelling - Self Contained Flat (Includes Maisonette / Apartment)
R4	Strawberry Fields, Strawberry Fields, Cliff Lane, Skipsea, YO25 8TF	Residential Dwelling - Detached
R4	Strawberry Fields, The Dog House, Cliff Lane, Skipsea, YO25 8TF	Residential Dwelling - Detached
R5	Skipsea Primary School, Hornsea Road, Skipsea, YO25 8ST	Preparatory / First / Primary / Infant / Junior / Middle School
R6	Building Plot Caravan, Cliff Lane, Skipsea, YO25 8SX	Residential Dwelling - Caravan
R6	Caravan On Building Plot, Cliff Lane, Skipsea, YO25 8SX	Residential Dwelling - Caravan
R7	Southfield Farm, Southfield House Farm, Hornsea Road, Skipsea, YO25 8SY	Residential Dwelling - Detached
R13	Woodnook Fold, Woodnook Fold, Catfoss Road, Bewholme, YO25 8EH	Residential Dwelling - Detached
R14	Sunnyside, West Road, Sigglesthorne, HU11 5QL	Residential Dwelling - Detached
R15	Catfoss Hall, Catfoss Hall, Catwick Road, Catfoss, HU11 5QN	Residential Dwelling - Detached
R16	The Cottage, The Cottage, Riston Grange, White Cross Road, Long Riston, HU11 5SA	Residential Dwelling - Detached
R16	East House, Riston Grange, White Cross Road, Long Riston, HU11 5SA	Residential Dwelling - Detached
R16	Riston Grange, Riston Grange, White Cross Road, Long Riston, HU11 5SA	Residential Dwelling - Detached
R19	Manor House, Manor House Farm, Meaux Lane, Routh, HU17 9SR	Residential Dwelling - Detached
R19	Havers, Havers, Manor House Farm, Meaux Lane, Routh, HU17 9SR	Residential Dwelling - Detached
R19	2 Manor Farm Cottage, Manor Farm Cottage, Meaux Lane, Routh, HU17 9SR	Residential Dwelling - Semi-Detached
R22	The Flat, Seven Oaks, Main Road, Routh, HU17 9SL	Residential Dwelling - Self Contained Flat (Includes Maisonette / Apartment)
R22	Seven Oaks, Seven Oaks, Main Road, Routh, HU17 9SL	Residential Dwelling - Detached
R23	The Cottage, Hall Farm, Main Road, Routh, HU17 9SL	Residential Dwelling - Semi-Detached

Receptor	Receptor Address	Class Description
R23	Hall Farm, Hall Farm, Main Road, Routh, HU17 9SL	Residential Dwelling - Semi-Detached
R24	Field House Farm, Field House Farm, Main Road, Routh, HU17 9SL	Residential Dwelling - Detached
R24	Field House Farm, The Bungalow, Field House Farm, Main Road, Routh, HU17 9SL	Residential Dwelling - Detached
R24	Field House Farm, The Annexe, Field House Farm, Main Road, Routh, HU17 9SL	Residential Dwelling - Self Contained Flat (Includes Maisonette / Apartment)
R25	Keepers Cottage, Keepers Cottage, Eske Lane, Tickton, HU17 9SG	Residential Dwelling - Detached
R26	The Low Barn, The Low Barn, Carr Road, Molescroft, HU17 7JZ	Residential Dwelling - Semi-Detached
R26	The Old Barn, The Old Barn, Carr Road, Molescroft, HU17 7JZ	Residential Dwelling - Semi-Detached
R26	Molescroft Carr Farm, Molescroft Carr Farm, Carr Road, Molescroft, HU17 7JZ	Residential Dwelling - Detached
R26	The Old Coach House, The Old Coach House, Carr Road, Molescroft, HU17 7JZ	Residential Dwelling - Semi-Detached
R27	78, Hambling Drive, Molescroft, HU17 9GD	Residential Dwelling - Detached
R27	80, Hambling Drive, Molescroft, HU17 9GD	Residential Dwelling - Detached
R27	74, Hambling Drive, Molescroft, HU17 9GD	Residential Dwelling - Detached
R27	72, Hambling Drive, Molescroft, HU17 9GD	Residential Dwelling - Detached
R27	76, Hambling Drive, Molescroft, HU17 9GD	Residential Dwelling - Detached
R27	103, Hambling Drive, Molescroft, HU17 9GD	Residential Dwelling - Detached
R27	99, Hambling Drive, Molescroft, HU17 9GD	Residential Dwelling - Detached
R27	97, Hambling Drive, Molescroft, HU17 9GD	Residential Dwelling - Detached
R27	105, Hambling Drive, Molescroft, HU17 9GD	Residential Dwelling - Detached
R27	101, Hambling Drive, Molescroft, HU17 9GD	Residential Dwelling - Detached
R27	107, Hambling Drive, Molescroft, HU17 9GD	Residential Dwelling - Detached
R29	Busy Bees Nursery, Grange Way, Molescroft, HU17 9GP	Children's Nursery / Crèche
R30	16, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	73, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	40, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	37, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	2, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	69, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached

Receptor	Receptor Address	Class Description
R30	8, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	15, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	45, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	21, Whitefields Close, Molescroft, HU17 9GY	Residential Dwelling - Detached
R30	18, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	3, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	57, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	1, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	6, Beverley Drive, Molescroft, HU17 9GG	Residential Dwelling - Detached
R30	15, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	18, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	1, Pighill Lane, Molescroft, HU17 7JY	Residential Dwelling - Detached
R30	71, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	10, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	5, Whitefields Close, Molescroft, HU17 9GY	Residential Dwelling - Detached
R30	4, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	10, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	12, Beverley Drive, Molescroft, HU17 9GG	Residential Dwelling - Detached
R30	19, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	7, Whitefields Close, Molescroft, HU17 9GY	Residential Dwelling - Detached
R30	4, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	12, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	39, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	9, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	36, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	20, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	9, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached

Receptor	Receptor Address	Class Description
R30	55, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	42, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	38, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	6, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	2, Lowcroft House, Pighill Lane, Molescroft, HU17 7JY	Residential Dwelling - Detached
R30	30, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	5, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	32, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	65, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	9, Whitefields Close, Molescroft, HU17 9GY	Residential Dwelling - Detached
R30	7, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	8, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	41, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	12, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	2, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	7, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	53, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	51, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	4, Beverley Drive, Molescroft, HU17 9GG	Residential Dwelling - Detached
R30	59, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	19, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	63, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	17, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	14, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	16, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	43, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	33, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached

Receptor	Receptor Address	Class Description
R30	47, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	61, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	31, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	11, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	10, Beverley Drive, Molescroft, HU17 9GG	Residential Dwelling - Detached
R30	27, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	17, Whitefields Close, Molescroft, HU17 9GY	Residential Dwelling - Detached
R30	25, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	23, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	5, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	14, Beverley Drive, Molescroft, HU17 9GG	Residential Dwelling - Detached
R30	21, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	67, Casamia, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	2, Beverley Drive, Molescroft, HU17 9GG	Residential Dwelling - Detached
R30	3, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	34, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	11, Whitefields Close, Molescroft, HU17 9GY	Residential Dwelling - Detached
R30	8, Beverley Drive, Molescroft, HU17 9GG	Residential Dwelling - Detached
R30	1, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	49, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	6, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	11, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Detached
R30	35, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	14, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	17, Johnston Court, Molescroft, HU17 9GF	Residential Dwelling - Terraced
R30	26, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	24, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached

Receptor	Receptor Address	Class Description
R30	28, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	22, Marchant Close, Molescroft, HU17 9GE	Residential Dwelling - Semi-Detached
R30	15, Whitefields Close, Molescroft, HU17 9GY	Residential Dwelling - Detached
R30	19, Whitefields Close, Molescroft, HU17 9GY	Residential Dwelling - Detached
R33	Beverley Ambulance Station, Driffield Road, Molescroft, HU17 7LP	Ambulance Station
R34	Swanfield Veterinary Surgery, Flat 2, Swanfield Veterinary Surgery, Driffield Road, Leconfield, HU17 7LU	Residential Dwelling - Self Contained Flat (Includes Maisonette / Apartment)
R34	Swanfield Veterinary Surgery, Flat 1, Swanfield Veterinary Surgery, Driffield Road, Leconfield, HU17 7LU	Residential Dwelling - Self Contained Flat (Includes Maisonette / Apartment)
R34	Field Head, Field Head, Driffield Road, Leconfield, HU17 7LU	Residential Dwelling - Detached
R35	The White House, The White House, Malton Road, Molescroft, HU17 7QY	Residential Dwelling - Detached
R35	Constitution Hill Farmhouse, Malton Road, Molescroft, HU17 7QY	Residential Dwelling - Detached
R37	Walkington Gatehouse, Walkington Gatehouse, Broadgate, Walkington, HU17 8RG	Residential Dwelling - Detached
R38	16, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Detached
R38	5, Maple House, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	14, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Detached
R38	7, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	Lodge Cottages, Lodge Cottages, Broadgate, Walkington, HU17 8RJ	Residential Dwelling - Detached
R38	3, Nightingale Close, Walkington, HU17 8YF	Residential Dwelling - Detached
R38	18, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	3, Kirkwood House, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	16, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	4, Nightingale Close, Walkington, HU17 8YF	Residential Dwelling - Detached
R38	2, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Semi-Detached
R38	52, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	50, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	42, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	58, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	77, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached

Receptor	Receptor Address	Class Description
R38	71, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	85, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	91, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	72, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	46, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	33, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	66, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	64, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	87, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	40, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	34, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	39, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	103, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	15, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Detached
R38	14, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	2, Nightingale Close, Walkington, HU17 8YF	Residential Dwelling - Detached
R38	35, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	6, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	43, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	19, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	31, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	5, Nightingale Close, Walkington, HU17 8YF	Residential Dwelling - Detached
R38	37, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	79, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	21, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	41, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	62, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached

Receptor	Receptor Address	Class Description
R38	93, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	99, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	4, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	73, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	83, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	22, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	47, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	76, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	101, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	68, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	29, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	81, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	95, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	3, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	11, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	17, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	16, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	15, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	6, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	12, Meadow View, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	6, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	5, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	15, The Riddings, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	1, Ikaya, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	18, Westmore, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	24, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	16, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached

Receptor	Receptor Address	Class Description
R38	1, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	4, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	8, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	17, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	20, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	7, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	10, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	11, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	1, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	3, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	2, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	14, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	11, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	5, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	18, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	7, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	9, Fosspikes, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	19, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	16, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	17, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	8, Newtondale, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	4, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	35, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	25, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	27, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	30, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	32, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached

Receptor	Receptor Address	Class Description
R38	26, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	3, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	24, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	7, Nightingale Close, Walkington, HU17 8YF	Residential Dwelling - Detached
R38	8, Nightingale Close, Walkington, HU17 8YF	Residential Dwelling - Detached
R38	1, Nightingale Close, Walkington, HU17 8YF	Residential Dwelling - Detached
R38	25, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	2, Ash Dene, Walkington, HU17 8XY	Residential Dwelling - Detached
R38	8, Ash Dene, Walkington, HU17 8XY	Residential Dwelling - Detached
R38	3, Ash Dene, Walkington, HU17 8XY	Residential Dwelling - Detached
R38	5, Ash Dene, Walkington, HU17 8XY	Residential Dwelling - Detached
R38	3, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	8, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	4, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	5, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	2, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	6, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	12, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	1, The Swallows, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	15, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	17, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	7, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	11, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	Lodge Cottages, Lodge Cottages, Broadgate, Walkington, HU17 8RJ	Residential Dwelling - Semi-Detached
R38	Lodge Cottages, Lodge Cottages, Broadgate, Walkington, HU17 8RJ	Residential Dwelling - Detached
R38	2, St Andrews, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	15, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached

Receptor	Receptor Address	Class Description
R38	10, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	7, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	12, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	17, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	1, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	19, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	25, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	5, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	Lodge Cottages, White Lodge Cottage, Lodge Cottages, Broadgate, Walkington, HU17 8RJ	Residential Dwelling - Detached
R38	Lodge Cottages, Lodge Cottages, Broadgate, Walkington, HU17 8RJ	Residential Dwelling - Semi-Detached
R38	29, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	4, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	23, Coed Y Ffin, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	56, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	21, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	60, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	21, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	23, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	1, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	89, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	21, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	8, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	1, Ash Dene, Walkington, HU17 8XY	Residential Dwelling - Detached
R38	22, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	20, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	9, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	8, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced

Receptor	Receptor Address	Class Description
R38	19, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	48, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	3, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	44, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	31, The Unicorn, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	38, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	54, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	45, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	36, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	6, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	9, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	11, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	10, Nutsville, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	6, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	Lodge Cottages, Lodge Cottages, Broadgate, Walkington, HU17 8RJ	Residential Dwelling - Detached
R38	74, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	10, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	5, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	14, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	8, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	6, Ash Dene, Walkington, HU17 8XY	Residential Dwelling - Detached
R38	7, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	14, Belvedere, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	12, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	5, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	20, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	6, Nightingale Close, Walkington, HU17 8YF	Residential Dwelling - Detached

Receptor	Receptor Address	Class Description
R38	18, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Terraced
R38	10, Etton House, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	2, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	12, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	9, The Haven, Walkington, HU17 8YH	Residential Dwelling - Detached
R38	75, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	12, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	9, Speedwell Lane, Walkington, HU17 8XZ	Residential Dwelling - Detached
R38	7, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	33, Evergreen, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	4, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	10, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	3, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	21, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Detached
R38	14, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	18, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	2, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	28, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	27, George Lane, Walkington, HU17 8XX	Residential Dwelling - Detached
R38	23, Hayward Close, Walkington, HU17 8YB	Residential Dwelling - Detached
R38	9, Oriel Close, Walkington, HU17 8YD	Residential Dwelling - Detached
R38	70, Megson Way, Walkington, HU17 8YA	Residential Dwelling - Detached
R38	1, Huzzard Close, Walkington, HU17 8YG	Residential Dwelling - Semi-Detached
R38	4, Ash Dene, Walkington, HU17 8XY	Residential Dwelling - Detached
R39	Butt Farm, Butt Farm, Victoria Road, Beverley, HU17 8PJ	Residential Dwelling - Detached
R40	158, Clun Valley, Victoria Road, Beverley, HU17 8PJ	Residential Dwelling - Detached
R42	Jocks Lodge, Jocks Lodge, Victoria Road, Beverley, HU17 8PJ	Residential Dwelling - Detached

Receptor	Receptor Address	Class Description
R43	Rose Villa, Rose Villa, Beverley Road, Bentley, HU17 8PP	Residential Dwelling - Detached
R46	Mouse Hill, Mouse Hill, Beverley Road, Bentley, HU17 8PP	Residential Dwelling - Detached
R47	Jillywood Farm, Jillywood Farm, Beverley Road, Bentley, HU17 8PP	Residential Dwelling - Detached
R48	Poplar Farm, Poplar Farm, Park Lane, Cottingham, HU16 5SA	Residential Dwelling - Detached
R51	Westwood Stud Farm, Newbald Road, Bishop Burton, HU17 8EF	Residential Dwelling - Detached
R53	212, Moorcroft, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	226, Arica, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	222, Ashleigh, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	1, Little Storkhill Meadow, Tickton, HU17 9SA	Residential Dwelling - Detached
R53	204, Moorings, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	3, Little Storkhill Meadow, Tickton, HU17 9SA	Residential Dwelling - Semi-Detached
R53	230, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	224, Lyncroft, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	232, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	214, Floral Lodge, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	206, Cherry House, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	210, Whiteheart, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	Little Storkhill Meadow, Tickton, HU17 9SA	Residential Dwelling - Detached
R53	208, Northcott, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	223, Little Storkhill Farm, Hull Bridge Road, Tickton, HU17 9RS	Residential Dwelling - Detached
R53	218, Hawthorns, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	202, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	220, Fernleigh, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	228, Lyndholme, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	216, Ashcroft, Hull Bridge Road, Tickton, HU17 9RT	Residential Dwelling - Detached
R53	4, Little Storkhill Meadow, Tickton, HU17 9SA	Residential Dwelling - Semi-Detached
R53	2, Little Storkhill Meadow, Tickton, HU17 9SA	Residential Dwelling - Detached

Receptor	Receptor Address	Class Description
R54	1-2 Mount Pleasant Cottages, Mount Pleasant Cottages, York Road, Beverley, HU17 8QY	Residential Dwelling - Semi-Detached
R55	Field House, Rise Lane, Catwick, HU17 5PN	Residential Dwelling - Detached
R56	Carr House Farm, Carr House Farm, Carr Lane, Long Riston, HU11 5JU	Residential Dwelling - Detached
R57	2 Manor Farm Cottages, Manor Farm Cottages, Main Street, Bentley, HU17 8PP	Residential Dwelling - Semi-Detached
R57	4 Manor Farm Cottages, Manor Farm Cottages, Main Street, Bentley, HU17 8PP	Residential Dwelling - Semi-Detached
R57	Church Cottage, Church Cottage, Main Street, Bentley, HU17 8PP	Residential Dwelling - Detached
R57	Rose Cottage, Rose Cottage, Main Street, Bentley, HU17 8PP	Residential Dwelling - Semi-Detached
R57	Keepers Cottage, Keepers Cottage, Main Street, Bentley, HU17 8PP	Residential Dwelling - Semi-Detached
R57	Lake Farm, Lake Farm, Main Street, Bentley, HU17 8PP	Residential Dwelling - Detached
R57	3 Manor Farm Cottages, Manor Farm Cottages, Main Street, Bentley, HU17 8PP	Residential Dwelling - Semi-Detached
R57	St. Peters House, St Peters House, Main Street, Bentley, HU17 8PP	Residential Dwelling - Detached
R57	1 Manor Farm Cottages, Manor Farm Cottages, Main Street, Bentley, HU17 8PP	Residential Dwelling - Semi-Detached
R58	Manor Cottage, Manor Cottage, Catwick Road, Catfoss, HU11 5QN	Residential Dwelling - Semi-Detached
R58	Manor Lodge, Manor Lodge, Catwick Road, Catfoss, HU11 5QN	Residential Dwelling - Semi-Detached
R59	Low Burn, Low Burn, Eske Lane, Tickton, HU17 9SG	Residential Dwelling - Detached
R60	Carr House, Carr House, Eske Lane, Tickton, HU17 9SG	Residential Dwelling - Detached
R61	Bonwick Lodge, Bonwick Lodge, Bewholme Lane, Skipsea Brough, YO25 8EE	Residential Dwelling - Detached
R62	Dunnington Grange, Dunnington Grange, Skipsea Lane, Dunnington, YO25 8EF	Residential Dwelling - Detached
R63	Moor Grange Cottage, Moor Grange, Beverley Road, Beeford, YO25 8AE	Residential Dwelling - Detached
R64	Hind House, Hind House, Harsell Lane, Seaton, HU11 5QN	Residential Dwelling - Detached
R64	Catfoss Grange Bungalow, Grange Bungalow, Harsell Lane, Seaton, HU11 5QN	Residential Dwelling - Detached
R65	Woodlands, Woodlands, Main Road, Nunkeeling, YO25 8EH	Residential Dwelling - Detached
R66	The Annexe, Spring Mount, Victoria Road, Beverley, HU17 8PJ	Residential Dwelling - Detached
R66	Spring Mount, Spring Mount, Victoria Road, Beverley, HU17 8PJ	Residential Dwelling - Detached
R67	Bentley Lodge, Bentley Lodge, Victoria Road, Beverley, HU17 8PJ	Residential Dwelling - Detached
R68	The Chestnuts, Low Park Farm, Carr Road, Molescroft, HU17 7JZ	Residential Dwelling - Detached
R69	The Grainstore, Smiddys Farm, Cleeton Lane, Skipsea, YO25 8SR	Residential Dwelling - Semi-Detached

Receptor	Receptor Address	Class Description
R69	The Milking Parlour, Smiddys Farm, Cleeton Lane, Skipsea, YO25 8SR	Residential Dwelling - Semi-Detached
R69	Smiddys Farm, The Farmhouse, Smiddys Farm, Cleeton Lane, Skipsea, YO25 8SR	Residential Dwelling - Detached
R70	Roselea, Roselea, Hull Bridge Road, Beverley, HU17 9RS	Residential Dwelling - Detached

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