DOGGER BANK D WIND FARM

Community Feedback from
2025 Statutory Consultation - Summary Report

Summer 2026

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www.doggerbankd.com

Welcome to the 2025 Statutory Consultation Community Feedback Summary Report

We would like to say a big thank you to everyone who joined our events, explored our consultation materials, tuned into our webinars, and shared their thoughts with us.

35,673 leaflets delivered

6 Public information events

413 event attendees

217 written responses

About this report

This report provides a summary of the community feedback we received during the statutory consultation held from **10 June to 5 August 2025.** It also includes an update on the progress of the Dogger Bank D Project.

About Dogger Bank D

Dogger Bank D is a proposed fourth phase of the Dogger Bank Wind Farm. The Project is located in the North Sea, approximately 210km off the Yorkshire coast, and has a generating capacity of up to 1.5 gigawatts (GW).

As a Nationally Significant Infrastructure Project (NSIP), Dogger Bank D will require a Development Consent Order (DCO) to allow for its construction and operation.

Consultations to date

In 2023 and 2024, the Project presented proposals and sought feedback through two non-statutory consultations. You can find a **link to the 2023 Summary Consultation Report here** and a **link to the 2024 Summary Consultation Report here**.

A statutory consultation was then carried out between 10 June and 5 August 2025, informed by the Project's Preliminary Environmental Information Report (PEIR). A PEIR document is a requirement of NSIPs to provide early information to the public and stakeholders on the likely effects of the Project, and aims to identify ways to minimise those impacts through consultation feedback.

A targeted statutory consultation on an offshore Artificial Nesting Structure was carried out in early 2026.

We will prepare a Consultation Report which will summarise all the non-statutory and statutory consultation activities undertaken. This will capture the views of all stakeholders and explain how feedback has informed the development of both the DCO application and the Project design. The Consultation Report will be submitted with the DCO application.

Project Update

Since the statutory consultation phase ended, Dogger Bank D has made a number of key updates to the Project.

Feedback from the statutory consultation, along with findings from further technical and environmental assessments were considered.

1. **Removal of Energy Storage Balancing Infrastructure (ESBI).** During the 2025 statutory consultation, proposals included co-locating ESBI with the Onshore Converter Station (OCS). Since then, this element has been removed and will no longer form part of the Project.

2. **Cable route between the OCS and Birkhill Wood Substation.** During the 2025 statutory consultation, proposals included two possible options for routing cables between the identified OCS locations and Birkhill Wood substation: a northern corridor and a southern corridor. Following the close of consultation, the Project has selected the northern corridor. This decision was taken because the southern corridor would have been incompatible with the proposed National Grid Electricity Transmission project, North Humber to High Marnham. The southern corridor has therefore been removed.

3. **Location of the OCS.** At the 2025 statutory consultation, two potential zones (Zone 4 and Zone 8) were presented to locate the OCS. After an extensive multi-disciplinary site selection process, which considered environmental, technical, land-use and site design factors, along with feedback received during the statutory consultation, Zone 4 has been selected to locate the OCS.

4. **Removal of construction access through Aike.** The 2025 statutory consultation included a construction access route through Aike. Following strong feedback from the local community, particularly concerns about local disruption, this construction access route has been removed from the Project.

Between 23 June and 3 August 2026, Dogger Bank D is undertaking a non-statutory consultation for the local community to find out more about how proposals for the OCS have been developed. Through this consultation we are also inviting the local community to share their views on our early design proposals for the OCS, ahead of submitting our application to the Planning Inspectorate in June 2027.

Legend

- PEIR Onshore Development Area (June 2025)
- PEIR Onshore Converter Station Zone 4 (June 2025)
- Amendments to the PEIR Onshore Development Area

Our Statutory Consultation

A statutory consultation for Dogger Bank D was held between 10 June and 5 August 2025.

The statutory consultation and public events were designed to give people an opportunity to learn about the Dogger Bank D proposals, meet the Project team, ask questions and share their feedback.

The consultation materials included: the PEIR; an overview of the offshore elements; details of the proposed landfall location, the onshore cable corridor; and two possible zones where an OCS could be co-located with ESBI*.

As part of our consultation feedback process, we asked a range of questions to understand more about attitudes towards energy development generally and Dogger Bank D's approach.

We published a Statement of Community Consultation which explained how we planned to carry out our statutory consultation with the local community living near our onshore proposals.

We promoted the consultation through local newspapers, including the Hull Daily Mail and The Holderness Gazette, and used geographically targeted Facebook ads. Posters were displayed throughout the consultation zone and local political representatives were informed.

An interactive map for location-specific comments and a digital feedback form were made available on the Dogger Bank D website during the consultation period. To support easy participation, we also provided freephone, freepost, and email channels for submitting consultation responses or asking questions.

Consultation materials were made available at community access points in Beverley, Bridlington, Cottingham, Driffield, Hornsea, Leven, and Market Weighton for the public to view and take away.

We held six public consultation events over five days in June 2025. Each event displayed exhibition banners explaining the proposals, printed consultation materials and large scaled maps. A graphic facilitator was also present at every event to visually capture key points from conversations with attendees.

To ensure the consultation was accessible to everyone, materials were available on request through a range of channels, and all public event venues were chosen for their central locations and step-free access.

Two webinars were held on 3 and 8 July 2025 at different times to promote wider participation and provide an alternative way for people to learn about the proposals and ask questions.

The website, **www.doggerbankd.com**, hosted the PEIR and associated documents, consultation materials, an interactive map, animations, and a survey form.

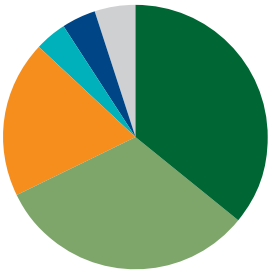
* ESBI has been removed and will no longer form part of the Project.

What You Told Us

We invited feedback on a range of statements to better understand your views.

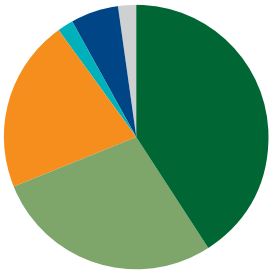
Strongly agree | Agree | Neutral | Disagree | Strongly disagree | Don't know

'I support offshore wind as an energy source'



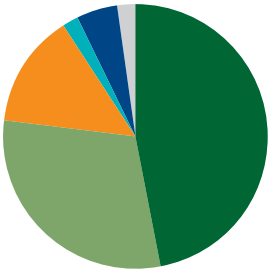
68%
of respondents strongly agreed or agreed with this statement

'I believe communities should benefit from energy projects close to them.'



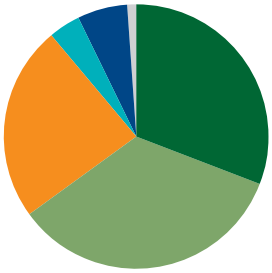
69%
of respondents strongly agreed or agreed with this statement

'I am concerned about climate change.'



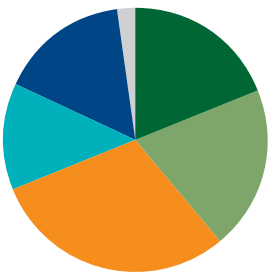
77%
of respondents strongly agreed or agreed with this statement

'I believe that offshore wind has a vital role to play in the UK's energy future.'



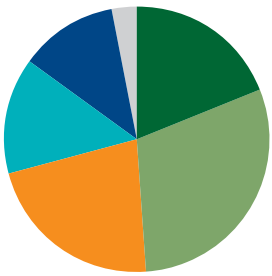
65%
of respondents strongly agreed or agreed with this statement

'I believe the Project has engaged in an open and transparent way.'



39%
of respondents strongly agreed or agreed with this statement

'I found the information about Dogger Bank D clear and easy to understand.'



49%
of respondents strongly agreed or agreed with this statement

Community Feedback

We received 217 responses from statutory bodies, persons with an interest in land and members of the local community through various channels, including the online feedback form, hard copies submitted at public events or by Freepost, comments on the interactive map, and emails.

What was important to members of the local community?

After reviewing all written feedback, several key themes emerged across a range of topics. These are summarised below.

Cable corridor and access routes

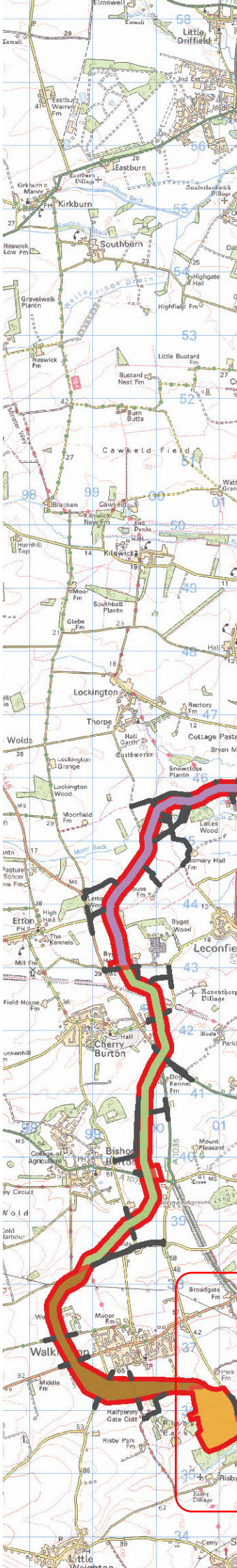
- The most common theme in the onshore cable corridor feedback was site selection. Some respondents questioned why the cable corridor couldn't follow a straighter, shorter route or make use of existing energy project cable corridors, whilst others felt the chosen cable corridor was the most appropriate given the constraints.
- Concerns were raised about the suitability of some proposed access routes, particularly through Aike. Comments highlighted issues such as the nature of the routes themselves, potential disruption to nearby users and businesses, and the impact on local infrastructure and daily operations.
- Respondents raised concerns about the cable corridor's impact on land use, local amenity, noise and vibration levels, proximity to housing, and onshore ecology.

Landfall

- The main concerns focused on choosing a rural location for the landfall site, and why a more southern site wasn't selected.
- Respondents raised issues about visual effects, ecological disruption, and potential impacts on recreation routes and nearby businesses.
- There were requests to include more detail on coastal protection considerations and requests to ensure construction does not worsen erosion.

Offshore

- Most of the feedback on the offshore proposals centered around protecting the environment and minimising impacts on marine ecology and bird life.
- Other key offshore themes included effects on commercial fisheries and potential security threats to cables and turbines from deliberate interference or sabotage.

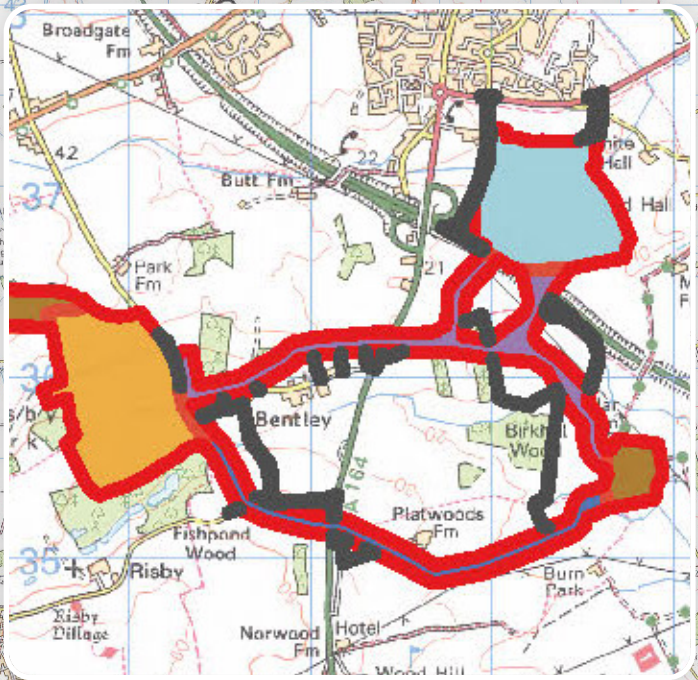


PEIR Onshore Development Area presented at 2025 Statutory Consultation

Map is indicative and not to scale

- DBD Onshore Development Area
- Access Routes
- Landfall
- Corridor Section A
- Corridor Section B
- Corridor Section C
- Corridor Section D
- Northern Route
- Southern Route
- Zone 4*
- Zone 8*

*Zone 4 (Option 1) and Zone 8 (Option 2) as labeled in the 2024 consultation.



Energy Storage and Balancing Infrastructure (ESBI) and Onshore Converter Station (OCS) zones

- Comments on ESBI included concerns about health and safety risks, such as potential fires involving lithium batteries and traffic accidents. Suggestions were made to ensure strong security and protection measures for both the ESBI and the OCS.
- Many respondents expressed concerns about the proposed locations for the OCS (Zone 4 and Zone 8), particularly regarding visual impact, proximity to residential areas and potential effects on local ecology, heritage and recreational spaces.

Zone 4

- Those who preferred Zone 4 felt it was more suitable due to adjacent existing energy infrastructure (e.g. Dogger Bank A and B converter stations and overhead pylons which cross the site), good road access and industrial character, making it a logical location for clustering development in an area already affected by major infrastructure projects.
- Concerns relating to Zone 4 centred around amenity and visual issues including light pollution, proximity to housing along Minster Way, environmental concerns (such as air quality, flood risk, and ecological impacts), as well as effects on recreation and landscape character.
- Other concerns relating to Zone 4 included health and safety (such as Electromagnetic Field (EMF) exposure, noise, and general safety and security), increased traffic and access issues, and the risk of property devaluation.
- Some respondents recommended locating infrastructure in the southern half of Zone 4, where it would be farther from residential areas and closer to main roads and existing infrastructure.
- Additional suggestions were made to consider using non-plastic rabbit and deer protection around newly planted whips and ensuring that the mitigation proposals for the Jock's Lodge Improvement scheme are not impacted.

Project Update

Dogger Bank D has selected Zone 4 as the zone for the OCS. The option to co-locate ESBI within the footprint of the OCS has been removed from the Project.

Zone 8

- Respondents who preferred Zone 8 considered it more suitable because it is next to the proposed converter stations for the proposed Dogger Bank South project; it is located in a rural area with fewer nearby homes, away from densely populated zones; it is likely to cause less disruption to others; and, it presents a lower risk of flooding.
- Concerns in relation to Zone 8 included noise and light pollution, impacts on recreation, proximity to historical and cultural sites, effects on ecology and ornithology, property impacts, flood risk, visual intrusion and damage to the landscape character. Respondents cited that Zone 8 lacks existing major infrastructure and would lead to the loss of Grade 2 agricultural land.

Key Project-wide themes emerging from community feedback

After analysing the responses, several important themes emerged, including:

- The need for Dogger Bank D to provide more detailed information on the OCS and ESBI, such as visual models, the size, design and proposed layout of key infrastructure to support more informed community feedback.
- The lack of visible coordination and transparency between this Project and other major infrastructure developments was expressed.

Alongside feedback specific to Dogger Bank D, we also received broader comments on general topics such as:

- Support for wind, both offshore and onshore, over solar developments.
- The need to accelerate the programme so that the Project could be completed more quickly.

Key Feedback Themes & Responses

Below is a summary of the key themes of community feedback raised for the statutory consultation phase along with Dogger Bank D's responses.

"How we are listening and what we are considering" columns may include Project Commitments, each identified with a CO ID and recorded in the DBD Commitments Register. This register, submitted with the DCO application, tracks commitments made across all Project phases from design to decommissioning.

Onshore Environment

Theme	What you told us about this topic	How we are listening and what we are considering
Specific themes for the Onshore Converter Station (OCS) to be located at Zone 4		
Onshore ecology and ornithology	Some respondents raised concerns about the impact of construction at Zone 4 on local ecology, wildlife, and birds - particularly in relation to the Beverley Parks local nature reserve which lies to the east. They emphasised the need to protect wildlife and minimise habitat loss.	Following the statutory consultation in 2025, the Project undertook further site selection refinement to determine the OCS zone location to be taken forward to the DCO application, leading to the selection of OCS Zone 4. The Project will continue to refine the layout and boundary of the OCS zone to avoid and minimise impacts on local habitats such as hedgerows and trees and other sensitive ecological features where practicable, informed by ongoing environmental assessment and mitigation development. These impacts will be assessed in ES Chapter 23 Onshore Ecology and Ornithology*. An Outline Ecological Management Plan (Commitment ID CO81) will be submitted with the DCO application, which will detail measures to be adopted by the Appointed Contractor to reduce impacts on habitats and other sensitive ecological receptors during construction.
Noise and vibration	Comments raised concerns about noise and vibration during the construction and operational phases at Zone 4 and questioned what noise levels would be expected during the operational phase.	The Project will continue to assess both construction and operational noise and vibration impacts from the OCS within Zone 4. This work will inform the final layout, equipment selection and any mitigation measures needed to reduce effects on nearby receptors as far as practicable during the detailed design stage. These impacts will be assessed in ES Chapter 25 Noise and Vibration. An Outline Code of Construction Practice (Commitment ID CO39) will be developed by the Project and submitted with the DCO application. This will detail measures the Appointed Contractor will adopt to manage construction noise and vibration impacts. An operational noise investigation protocol (Commitment ID CO71) will also ensure that noise emissions from operation of the OCS will not exceed limits at identified noise sensitive receptors, which will be informed by the ES assessment and secured as a requirement of the Project's DCO.

*The responses provided in this table make reference to Environmental Statement (ES) chapters as well as other DCO documents. An ES document presents the likely effects of a project and details the steps taken by the project to minimise or mitigate these effects, incorporating feedback from the public and stakeholders. The ES will be submitted with the DCO application.

Onshore Environment continued...

Theme	What you told us about this topic	How we are listening and what we are considering
Traffic and transport	Respondents expressed concerns that increased traffic during construction would lead to congestion, particularly on Minster Way, the A164 and A1079, excessive noise, and would restrict access to nearby recreational areas.	The Project has engaged with East Riding of Yorkshire Council on construction and operational access options to the OCS zone and, following the selection of OCS Zone 4, a decision has been made to access the site from the A164. Access options off Minster Way and the A1079 will no longer be progressed as part of the DCO application. Engagement with East Riding of Yorkshire Council will continue to refine the access proposal for the OCS zone. Impacts from increased construction traffic on the road network will be assessed in ES Chapter 26 Traffic and Transport. In addition, an Outline Construction Traffic Management Plan (Commitment ID 73) will be submitted with the DCO application, which will detail measures to be adopted by the Appointed Contractor to manage Heavy Goods Vehicle and employee traffic movements and minimise disruptions during construction.
Construction accesses	Concerns were raised about the proposed location of construction access routes that would provide both construction and operational access to Zone 4.	
Landscape and visual impacts	Many respondents raised concerns about the visual impact of the OCS at Zone 4, particularly from Minster Way. Key issues included the limited ability to reduce its visibility, potential changes to the area's landscape character, light pollution from the site and possible obstruction of views of Beverley Minster from the A164. It was suggested that planting vegetation at a greater distance could more effectively screen views from key visual receptors and that using a darker green for the converter station building would help it blend more effectively with the surrounding trees and vegetation.	Refinement of the boundary of OCS Zone 4 is ongoing, but the Project intends to locate the OCS within the south-eastern part of the zone, which would increase separation distance from residential properties along Minster Way. The Order Limits for the OCS zone will be refined down in size and confirmed at DCO application stage. Impacts on the landscape character and impacts associated with visual intrusion and light pollution from infrastructure within OCS Zone 4 will be assessed in ES Chapter 27 Landscape and Visual Impacts. An Outline Landscape Management Plan (Commitment ID CO65) will be submitted as part of the DCO application, which will include proposed landscaping measures at the OCS zone to provide visual screening and facilitate the integration of the built infrastructure into the existing landscape. In addition, a Design Vision (Commitment ID CO63) will be prepared as part of the DCO application, which will set out design principles to ensure good design is adhered to during the detailed design and construction of the OCS. The colour of the OCS buildings, along with other aesthetic considerations, will be addressed through the development and refinement of the design principles. Impacts on views of Beverley Minster and its heritage setting will be assessed in ES Chapter 24 Onshore Archaeology and Cultural Heritage.
Archaeology and cultural heritage	Some respondents raised concerns about potential impacts on nearby heritage assets, particularly citing Beverley Minster.	Impacts on surrounding heritage assets from infrastructure within OCS Zone 4, including Beverley Minster, will be assessed in ES Chapter 24 Onshore Archaeology and Cultural Heritage. The Project will continue to refine the layout and design of the OCS zone to reduce impacts on the setting of these heritage assets, informed by ongoing environmental assessment, stakeholder consultation and mitigation development.

Theme	What you told us about this topic	How we are listening and what we are considering
Impacts on Tourism and Recreation	Comments highlighted concerns about the impact of construction activity such as traffic, noise and air quality and dust on areas around Shepherd Lane and the Beverley Parks Local Nature Reserve to the east, which are used for recreation. Conversely, some respondents felt that Zone 4 has fewer accessible walks than Zone 8 and, therefore, may be less affected in terms of recreational use.	Following the statutory consultation in 2025, the Project has undertaken further site selection refinement and concluded that OCS Zone 4 will be taken forward for the DCO application. The rationale for this site selection decision will be included in the ES Chapter 5 Site Selection and Consideration of Alternatives. Impacts on recreational assets from construction activities, including Public Rights of Way along Shepherd Lane and Beverley Parks Local Nature Reserve, will be assessed in ES Chapter 22 Soils and Land Use and ES Chapter 30 Socio-Economics, Tourism and Recreation.
Electromagnetic Field (EMF)	Concerns were raised about the level of EMF associated with the proposed electrical infrastructure at Zone 4, and their potential effects on human health and wildlife.	An EMF Compliance Statement will form part of the DCO application. This statement will demonstrate how the Project will comply with the latest relevant public health protection standards and regulations on EMF emissions in the detailed design and siting of onshore electrical infrastructure.
Malicious activity and security concerns	Some respondents raised concerns about the risk of the onshore infrastructure located at Zone 4 being a potential target for malicious attacks, and the potential impact this could have on the local community.	The security and resilience of all infrastructure is a key consideration throughout the very beginning of the design, throughout consenting and into the operational phases. Industry standard risk assessments are undertaken to identify and mitigate potential threats, and these are aligned with relevant national guidance and regulatory requirements. Where appropriate, measures are incorporated into the design to reduce risk, enhance physical security, and ensure safe operation. It is also important to note that energy infrastructure across the UK is routinely designed and operated to high safety and security standards. This includes coordination with relevant authorities and emergency services to ensure appropriate response plans are in place. Overall, while risks are carefully assessed as part of the Project's development, the implementation of established security practices and regulatory oversight is intended to ensure that any residual risk to the local community is appropriately managed and remains low.

Onshore Environment continued...

Theme	What you told us about this topic	How we are listening and what we are considering
Construction impacts and timescales	Comments were raised about the impact of construction working hours on local residents in general, particularly those who work shifts, safety of users along Shepherd Lane and the duration of the construction of the electrical infrastructure.	The Project recognises concerns about construction duration, working hours and local disruption. The proposed working hours will be presented in the Outline Code of Construction Practice (Commitment ID CO39). Core working hours for onshore construction activities will be 07:00 to 19:00 Monday to Saturday (Commitment ID CO69). Outside of these hours, including Sunday and bank holidays, no construction activities will be undertaken apart from exceptional circumstances as detailed in the Outline Code of Construction Practice. The construction programme for the OCS is estimated to take approximately four years in total. An Outline Code of Construction Practice (Commitment ID CO39) will be submitted with the DCO application, which will detail measures the Appointed Contractor will adopt during the construction to reduce disruption to surrounding local residents, including measures relating to construction noise and vibration, dust and surface water run-off. An Outline Public Rights of Way Management Plan (Commitment ID CO57) will be developed and submitted with the DCO application, which will cover the Project's interactions with Public Rights of Way and National Cycle Network routes located within the Order Limits, including those in the vicinity of the OCS zone, and proposals on how these interactions will be managed during construction by the Appointed Contractor.
Property values	A number of respondents said that placing the electrical infrastructure at Zone 4 could reduce property values. This was linked to potential landscape and visual impacts, perceived security risks, and disruption during construction.	The Project will minimise visual impact to nearby residents by setting out design principles to ensure good design is adhered to during the detailed design and construction of the OCS. An Outline Code of Construction Practice (Commitment ID CO39) will be developed by the Project and submitted with the DCO application. This will detail measures the Appointed Contractor will adopt during the construction of the Project to protect the environment, including measures relating to noise and vibration. In addition, an Outline Construction Traffic Management Plan (Commitment ID 73) will be submitted with the DCO application, which will detail measures to be adopted by the Appointed Contractor to manage Heavy Goods Vehicle and employee traffic movements and minimise disruptions during construction.
Flood risks	Respondents are concerned that construction activity at Zone 4 could increase flood risk and noted that covering land with concrete would reduce drainage and worsen surface water runoff.	The Project will continue to assess impacts on flood risk and surface water drainage at OCS Zone 4. This will be presented in ES Chapter 21 Water Resources and Flood Risk and the Flood Risk Assessment. Temporary surface water drainage measures during construction will be detailed in the Construction Surface Water Drainage Plan (Commitment ID CO43) to ensure ongoing drainage of surrounding land and that existing land drainage system is not adversely impacted by construction works within OCS Zone 4. An Outline Operational Drainage Strategy (Commitment ID CO44) will also be submitted with the DCO application, which will set out proposed measures to manage surface water flows throughout the operational lifetime of the OCS, ensuring that flow rates are attenuated and are no worse than greenfield run-off rates.

Theme	What you told us about this topic	How we are listening and what we are considering
Specific themes for the OCS to be located at Zone 8		
Onshore ecology and ornithology	Some respondents expressed concerns about the impact of construction on local ecology, wildlife and bird species, especially in and around Risby Park. Part of Zone 8 falls within a Countryside Stewardship Scheme. They stressed the need to protect wildlife and minimise habitat loss.	Following the statutory consultation in 2025, the Project has undertaken further site selection refinement and will no longer be taking forward OCS Zone 8 as an option for the DCO application due to engineering and environmental constraints.
Archaeology and cultural heritage	Some respondents raised concerns about potential impacts on nearby heritage assets, particularly citing Cellar Heads, Risby Park, Beverley Minster, and the Walkington Conservation Area.	
Impacts on tourism and recreation	Comments raised concerns about the impact of both construction on amenity, tourism and recreation around and in Zone 8. Specific locations mentioned included Risby Park, Risby Park Fishing Ponds, Folly Lake Café and the permanent diversion of Rowley Footpath No. 9.	
Landscape and visual impacts	Some respondents raised concerns about the landscape and visual impact of the OCS in Zone 8, particularly the potential change to the area's landscape character, light pollution, and the fact that Zone 8 lies within the Yorkshire Wolds Important Landscape Area. It was suggested that the Project should continue to explore ways to lower the building's height by excavating into the natural slope of the land, and that substantial screening should be put in place to help reduce visual impact.	
Traffic and transport	Concerns were raised that constructing the OCS in Zone 8 could increase traffic through Walkington, potentially affecting road safety and reducing local amenity.	
Flood risks	Respondents raised concerns that Zone 8 is a high-risk area for surface water flooding, and that development here could worsen flood risk for nearby homes and businesses by covering farmland with impermeable surfaces. They also noted the area's sensitive geology and presence of aquifers, highlighting that industrial development could pose additional environmental risks.	

Onshore Environment continued...

Theme	What you told us about this topic	How we are listening and what we are considering
Common comments relating to OCS		
OCS zone size, layout, site selection	Comments included questions about the size and footprint proposed for the OCS zone, along with concerns about the lack of detail on its appearance and the proposed locations of infrastructure and planting. Respondents also raised issues around site access, visual screening, and the need to position the OCS further from residential areas. Some suggested it should be located closer to the landfall, where there are fewer nearby homes.	The Project has undertaken a comprehensive site selection exercise, guided by balanced considerations of environmental, engineering, land and community constraints, which resulted in the selection of OCS Zone 4 as the preferred location. Refinement of this wider zone is ongoing, but the Project intends to locate the OCS within the south-eastern part of OCS Zone 4, which would increase separation distance from residential properties along the southern edge of Beverley. The Project is undertaking further non-statutory consultation from 23rd June to 3rd August 2026 to update the local community on site selection and refinement of the OCS zone since the 2025 statutory consultation and provide early design concepts for the OCS infrastructure. Feedback on these design concepts is being sought to help inform the next stage of the OCS design development. The Order Limits for the OCS zone will be refined down in size and confirmed at DCO application stage. The rationale for this site selection decision will be included in the ES Chapter 5 Site Selection and Consideration of Alternatives, and design parameters for the OCS will be provided in ES Chapter 4 Project Description. An Outline Landscape Management Plan (Commitment ID CO65) will be submitted as part of the DCO application, which will include proposed landscaping measures at the OCS zone to provide visual screening and facilitate the integration of the built infrastructure into the existing landscape. Visualisations, including photomontages, will be prepared to support ES Chapter 27 Landscape and Visual Impacts, which will provide indicative illustrations of the built form of the proposed OCS infrastructure and proposed landscaping measures.
Fire and security risk concerns for the ESBI	Concerns were raised about fire risks associated with lithium batteries if they are used in the Energy Storage and Balancing Infrastructure (ESBI), as well as the potential for accidents involving nearby roads and hazardous materials. Respondents also felt that stronger security measures are needed to protect this critical infrastructure.	Following the statutory consultation in 2025, the Project has refined the design envelope for the DCO application. The ESBI will no longer be progressed for the DCO application.

Theme	What you told us about this topic	How we are listening and what we are considering
Onshore export cable corridor		
Corridor selection and cumulative effects	Several respondents questioned the length and indirect route of the proposed onshore cable corridor, suggesting it appears unnecessarily winding. There were calls for greater coordination with existing Dogger Bank projects and other NSIPs, including sharing or aligning cable corridors where possible. Some also raised concerns that the cable corridor overlaps or runs close to other infrastructure, contributing to a sense of over-industrialisation in the area. However, the commitment to burying the onshore export cables rather than using overhead lines was welcomed.	The Project's site selection exercise has been guided by balanced considerations of environmental, engineering, land and community constraints. While the Project has sought to select the most direct route practicable between the landfall and the grid connection point and minimise land take, there were several factors which precluded the feasibility of a more direct route including but not limited to: • Feasibility of routing onshore export cables through identified pinch points, which limit the availability of physical space for construction and the operational cable easement; • Avoiding and minimising impacts on residential areas, tourism and recreation businesses and other major infrastructure; • Avoiding and minimising impacts on designated ecological sites, mature and ancient woodlands, landscape and cultural heritage designations; and • Minimising the number of crossings with utilities, road, rail and watercourses. The rationale for the selection and refinement of the Project's onshore Export Cable Corridor will be presented in ES Chapter 5 Site Selection and Consideration of Alternatives. The Project recognises comments about cumulative effects with other infrastructure developments and will continue engagement with other developers, including Dogger Bank South, Hornsea Four, Clean Air Solar Farm, National Grid Electricity Transmission and Peartree Hill Solar Farm to identify opportunities for collaboration to reduce potential cumulative effects where practicable. The cumulative effects of the Project and other developments in the area will be assessed within the ES. The commitment to bury the entire length of onshore export cables will mean that there will be no above-ground infrastructure along the onshore Export Cable Corridor following the completion of construction works, with the exception of discrete locations of link boxes which may need to be located above-ground in areas of high flood risk, shallow ground water and poor drainage to ensure operational resilience (Commitment IDs CO60 and CO61). This commitment will help minimise operational landscape and visual impacts associated with the Project's onshore export cables and avoid contributing to over-industrialisation along the onshore Export Cable Corridor.

Onshore Environment continued...

Theme	What you told us about this topic	How we are listening and what we are considering
Width of construction corridors	Some respondents requested clarification on the width of the proposed construction corridor to install High Voltage Direct Current (HVDC) cables, noting that while a typical width of 32 metres (m) was presented in the statutory consultation brochure, wider figures were mentioned at consultation events, leading to confusion.	Since the statutory consultation in 2025, the Project has undertaken further engineering design and site selection refinement to inform the design parameters for the onshore infrastructure to be included in the DCO application. The standard temporary construction corridor width for the installation of the HVDC export cables for open cut trenching will be up to 45m and up to 63m for HVAC export cables. This increase from PEIR reflects the further design work undertaken by the Project, informed by site specific ground investigations, allowing the Project to further develop the design ahead of ES. The temporary working width is required for safe installation and flexibility for micro-siting during construction. At specific locations along the onshore Export Cable Corridor, this temporary working width widens to allow additional space for trenchless crossings of obstacles such as the onshore export cables of other offshore wind developments and the railway line. The design parameters for the Project's onshore export cables will be presented in ES Chapter 4 Project Description, which will be submitted with the DCO application.
Impacts from use of farmland, land drainage and soil quality.	Concerns were raised about the permanent loss or change of farmland, including potential impacts on food production and food security. Respondents also highlighted construction-related effects on land drainage and soil quality.	The Project recognises concerns about effects on agricultural land, drainage and soils. The routing of the onshore Export Cable Corridor has been developed to minimise land take and severance and account for landowner feedback where practicable. Once installed, permanent land take along the Onshore Export Cable Corridor will be limited to the footprint of link boxes, as the Project has committed to bury the rest of the onshore export cable infrastructure (Commitment IDs CO60 and CO61). An easement will be implemented along the length of the installed onshore export cables over the Project's operational lifetime, which will restrict ground-penetrating activities. However, it is expected that normal agricultural activities will be able to continue. Impacts on agricultural land and operations will be assessed in ES Chapter 22 Soils and Land Use. An Outline Code of Construction Practice (Commitment ID CO39) will be developed by the Project and submitted with the DCO application. This will detail measures the Appointed Contractor will adopt during the construction of the Project, which will include measures on land reinstatement, soil handling and land drainage.

Theme	What you told us about this topic	How we are listening and what we are considering
Environmental impacts on wildlife and humans	Concerns focused on the ecological sensitivity of the onshore cable corridor, particularly potential impacts on protected habitats, Sites of Special Scientific Interest such as the Leven Canal, watercourses, hedgerows, wildlife and trees. Respondents also raised issues affecting humans such as recreational access, air quality, traffic, noise and light pollution.	The Project has undertaken a comprehensive site selection exercise to determine a preferred route for the onshore Export Cable Corridor from the landfall to the grid connection point at Birkhill Wood Substation. This exercise has been guided by balanced considerations of environmental, engineering, land and community constraints and has sought to avoid and minimise impacts to sensitive ecological receptors where practicable, including hedgerows, priority habitats, designated ecological sites and ancient woodlands. The Project recognises the proximity of designated and other sensitive ecological features, including the Leven Canal and other Sites of Special Scientific Interest, to the onshore Export Cable Corridor. Impacts on habitats such as trees, hedgerows and watercourses, protected species, and designated ecological sites will be assessed in ES Chapter 23 Onshore Ecology and Ornithology. An Outline Ecological Management Plan (Commitment ID CO81) will be submitted with the DCO application, which will detail measures to be adopted by the Appointed Contractor to reduce impacts on habitats and other sensitive ecological receptors during construction. An Outline Biodiversity Net Gain Strategy will also form part of the DCO application (Commitment ID CO82) and will set out how the Project aims to achieve a minimum of 10% Biodiversity Net Gain, where required under emerging regulatory requirements, based on an assessment of habitats that are present within the Order Limits, taking into account habitat type, quality, distinctiveness and condition. Impacts on human receptors** will also be assessed in the following chapters and, where relevant, appropriate mitigation measures to protect human health will be included in the Outline Code of Construction Practice (Commitment ID CO39) and Outline Construction Traffic Management Plan (Commitment ID CO73), which will be submitted with the DCO application: • ES Chapter 20 Air Quality and Dust; • ES Chapter 20 Soils and Land Use; • ES Chapter 25 Noise and Vibration; • ES Chapter 27 Landscape and Visual Impacts; • ES Chapter 29 Human Health; and • ES Chapter 30 Socio-Economics, Tourism and Recreation.

**A receptor is the element of the receiving environment that is impacted, which could be an element of the physical, ecological, or human environment (e.g. species living on or in the seabed).

Onshore Environment continued...

Theme	What you told us about this topic	How we are listening and what we are considering
Access, traffic and construction compound locations	Respondents raised concerns about proposed access routes near Aike, Bentley, and Lockington with comments about road safety for horses and their riders and other road users. Suggestions were made to use alternative access routes, general comments on impacts from increased traffic and the location of the proposed construction compounds. Many also expressed frustrations about cumulative disruption in areas affected by existing infrastructure projects such as the Jock's Lodge Improvement Scheme.	The Project recognises concerns about the suitability of access routes near Aike, Bentley and Lockington, including the safety of road users. Since the statutory consultation in 2025, the Project has undertaken further site selection and access strategy refinement to inform the Order Limits to be included in the DCO application. Based on feedback from landowners and members of the public, the construction access route via Station Road and Aike Lane will no longer be progressed as part of the Order Limits. The Project has engaged with the relevant highway authorities (e.g. East Riding of Yorkshire Council) during the development of the proposed construction access routes and will continue this engagement to refine the proposals. Impacts from increased construction traffic on the road network will be assessed in ES Chapter 26 Traffic and Transport. In addition, an Outline Construction Traffic Management Plan (Commitment ID 73) will be submitted with the DCO application, which will detail measures to be adopted by the Appointed Contractor to manage Heavy Goods Vehicle and employee traffic movements and minimise disruptions during construction. During site selection refinement, locations of temporary construction compounds along the onshore Export Cable Corridor have also been reviewed to balance engineering requirements with environmental and land constraints, and relevant community feedback have been considered where practicable. Key principles that have guided the selection of temporary construction compound locations to minimise disruption to communities include but are not limited to: • Locating the compound as close as practicable to the edge of field boundaries to minimise impacts on landowners and agricultural land use; • Locating the compound at locations with suitable access points and close to main A-roads and away from population centres where practicable (Commitment ID CO76); • Locating the compound as far as practicable from sensitive receptors to minimise noise and landscape and visual impacts; and • Avoiding and minimising interactions with Public Rights of Way and National Cycle Network routes. The rationale for the selection and refinement of the Project's temporary construction compounds and access routes will be presented in ES Chapter 5 Site Selection and Consideration of Alternatives. The Project recognises comments about cumulative effects with other infrastructure developments and will continue engagement with other developers, including Dogger Bank South, Hornsea Four, Clean Air Solar Farm, National Grid Electricity Transmission and Peartree Hill Solar Farm to identify opportunities for collaboration to reduce potential cumulative effects where practicable. The cumulative effects of the Project and other developments in the area will be assessed within the ES.

Theme	What you told us about this topic	How we are listening and what we are considering
Landfall		
Coastal erosion and cliff stability	Respondents expressed concern about the high rate of coastal erosion (approx. 2m/year) and the stability of the cliffs at the landfall site. They questioned whether the design adequately accounts for long-term erosion, climate change, and the risk of the infrastructure falling into the sea over time.	The Project acknowledges the dynamic nature of the coastline and erosion at the landfall location. Coastal modelling has been undertaken by the Project to understand the future estimated coastal erosion during the construction, operation and maintenance and decommissioning phases of the Project (i.e. up to 2075 based on an estimated construction start year of 2030). The results of this modelling will be used to inform the micro-siting and design of the Transition Joint Bays and link boxes at the landfall at detailed design stage, including implementation of an appropriate set back distance. The set back distance from the current coastline will ensure that once installed, the landfall infrastructure will remain resilient and not exposed or damaged, taking into account long-term erosion rates and climate change. Due to the cliff height, coastal erosion and other environmental sensitivities at the landfall, the cable ducts will be installed using a trenchless technique (Commitment ID CO23). The final landfall design and construction methodology, including the trenchless installation trajectory, will be subject to further pre-construction surveys, engineering studies and offshore vessel considerations, and will be confirmed at detailed design post-consent. Further details will be provided in the Environmental Statement (ES) Chapter 4 Project Description and the Coastal Erosion Report, which will be submitted as part of the DCO application.
Nearshore marine and bird life impacts	Concerns were raised about the expected impact on marine life and bird populations near the landfall and requests for clear actions to minimise harm.	The Project has committed to a trenchless installation technique for the duct installation at the landfall (Commitment ID CO23), which will minimise impacts to the marine and coastal environments. An Outline Code of Construction Practice (Commitment ID CO39) and Outline Project Environmental Management Plan (Commitment ID CO25) will be developed by the Project and submitted with the DCO application. These will detail measures the Appointed Contractor will adopt during the construction of the Project to protect the environment and minimise environmental harm.

Onshore Environment continued...

Theme	What you told us about this topic	How we are listening and what we are considering
Environmental damage from construction methods	Concerns were raised about the potential environmental impacts of using a trenchless technique at landfall including risks of erosion, vibration, groundwater contamination, and landscape degradation.	The proposed set back distance from the current coastline will ensure that once installed, the landfall infrastructure will remain resilient and not exposed or damaged, taking into account projected coastal erosion rates and the impacts of climate change. As previously noted, due to the cliff height, coastal erosion and other environmental sensitivities at the landfall, the cable ducts will be installed using a trenchless technique (Commitment ID CO23). The final landfall design and construction methodology, including the trenchless installation trajectory, will be subject to further pre-construction surveys, engineering studies and offshore vessel considerations, and will be confirmed at detailed design post-consent. Further details will be provided in the Environmental Statement (ES) Chapter 4 Project Description and the Coastal Erosion Report, which will be submitted as part of the DCO application. Risks associated with noise and vibration, groundwater contamination and landscape and visual effects at the landfall will be assessed in the ES within relevant chapters. An Outline Code of Construction Practice (Commitment ID CO39) will be developed by the Project and submitted with the DCO application. This will detail measures the Appointed Contractor will adopt during the construction of the Project to protect the environment, including measures relating to noise and vibration and groundwater contamination. Landscape and visual effects will be short term and temporary and an Outline Landscape Management Plan (Commitment ID CO65) will ensure the restoration and, where practicable, the enhancement of the post-construction landscape.
Proximity to residential areas and local businesses	The selected landfall location is seen as too close to homes and businesses, particularly Mr Moo's Ice Cream Parlour, raising concerns about disruption, footpath closures, and economic impacts on local trade and tourism.	The Project acknowledges the importance of public access, local trade and tourism to local communities and the economy. An Outline Public Rights of Way Management Plan (Commitment ID CO57) will be developed and submitted with the DCO application. This will cover the Project's interactions with Public Rights of Way and National Cycle Network routes located within the Order Limits and include proposals on how these interactions will be managed during construction by the Appointed Contractor. The King Charles III England Coast Path crosses the landfall location; however, a trenchless installation technique will be employed at the landfall during construction (Commitment ID CO23), which will avoid the need for temporary closure or long-term diversion. Prolonged periods of access restrictions or closures to the beach will also not be required due to the use of a trenchless installation technique. In the unlikely event of emergency works at the landfall, short periods of access restrictions may be required. Impacts on the local economy and tourism will be assessed in ES Chapter 30 Socio-economics, Tourism and Recreation. Impacts on Public Rights of Way and National Cycle Network routes will be assessed in ES Chapter 22 Soils and Land Use. An Outline Code of Construction Practice (Commitment ID CO39) will be developed by the Project and submitted with the DCO application. This will detail measures the Appointed Contractor will adopt during the construction of the Project to minimise disturbance to the local community such as dust and noise and vibration impacts and how the Project will keep residents and businesses informed in advance of, and during, construction works in the area.
Loss of beach access and footpaths	The importance of maintaining public access to the beach via Withow Gap and walking routes such as the newly opened King Charles III England Coast Path was strongly emphasised. Respondents opposed closures or long-term diversions.	

Theme	What you told us about this topic	How we are listening and what we are considering
Multiple landfalls associated with other projects	Concerns were raised about the cumulative impact of multiple offshore projects making landfall along the same coast. There was frustration about the perceived piecemeal approach and the likelihood of further landfall-related development without adequate strategic planning.	The grid connection point and approach to grid connection for the Project has been determined by National Grid Energy System Operator through a strategic network planning exercise at the national level, which sought to optimise the design of new offshore and onshore transmission infrastructure of offshore wind farm developments. This exercise concluded that a stand-alone grid connection was the optimal design for the Project. The Project has since undertaken a comprehensive site selection exercise to determine a preferred landfall location along the East Yorkshire coast to connect the offshore and onshore export cables. This site selection exercise therefore aligns with outcomes of national strategic network planning and has been guided by balanced considerations of environmental, engineering, land and community constraints. The rationale for the selection of the Project's landfall location will be presented in ES Chapter 5 Site Selection and Consideration of Alternatives.
Site selection and coastal protection	Respondents questioned the chosen landfall location, with suggestions to explore alternative sites further north and south that could allow for a shorter offshore export cable corridor. Some respondents also recommended considering coastal erosion protection measures.	The Project has undertaken a comprehensive site selection exercise to determine a preferred landfall location along the East Yorkshire coast to connect the offshore and onshore export cables. This site selection exercise has been guided by balanced considerations of environmental, engineering, land and community constraints. The selection of the final landfall location south-east of Skipsea and exclusion of alternative locations further north and south along the East Yorkshire coast have been determined by several factors including but not limited to: • Availability of physical space onshore to locate a construction compound and permanent infrastructure at the landfall, including ensuring adequate space inland for setback to manage coastal erosion risk; • Feasibility of onwards onshore and offshore export cable routing from the landfall; • Avoiding coastal cliffs over 30 metres in height, as deeper cable burial requirements in these areas could result in construction challenges and limit the wind farm power output; • Avoiding and minimising impacts on designated ecological sites, landscape, seascape and cultural heritage designations; and • Avoiding and minimising impacts on residential areas, tourism and recreation businesses and other major infrastructure. The rationale for the selection of the Project's landfall location will be presented in ES Chapter 5 Site Selection and Consideration of Alternatives. With regards to coastal erosion protection measures, this is outside the control of the Project.

Offshore Environment

Theme	What you told us about this topic	How we are listening and what we are considering
Environmental protection and marine ecology	Respondents expressed a strong interest in protecting the marine environment during construction and operation, with requests to minimise harm to marine life, seabed habitats and biodiversity. Some suggested designating the array area as a marine conservation zone (MCZ), while others noted that turbine structures could have ecological benefits by acting as artificial reefs.	The Project has refined its design and construction methodology in order to minimise impacts to the marine environment. This has included a reduction in the size and number of offshore structures and removal of the most impactful foundation types from consideration. In addition, the construction methodology has been developed to significantly reduce the potential scale of disturbance during construction, for example by more than halving the area of seabed disturbed during cable works. An Outline Project Environmental Management Plan (Commitment ID CO25) will be submitted with the DCO application which will detail mitigation and best practice measures to prevent and minimise marine ecological impacts during the construction and operation of the Project.
Strategic and security risks	Concern was raised about the vulnerability of offshore infrastructure (turbines and cables) to malicious activity or attack.	The Project notes the concerns and feedback relating to malicious activity or attacks. The security and resilience of all infrastructure is a key consideration throughout the very beginning of the design, throughout consenting and into the operational phases. Industry standard risk assessments are undertaken to identify and mitigate potential threats, and these are aligned with relevant national guidance and regulatory requirements. Where appropriate, measures are incorporated into the design to reduce risk, enhance physical security, and ensure safe operation. It is also important to note that energy infrastructure across the UK is routinely designed and operated to high safety and security standards. This includes coordination with relevant authorities and emergency services to ensure appropriate response plans are in place. Since PEIR the Project has increased the target burial depth for the offshore cables which would reduce its vulnerability to accidental or purposeful damage. Continuous remote monitoring will be undertaken through the utilisation of technology built into the cable design; such monitoring enables the detection of any damage to the cable and / or infrastructure. However, given the remote location of the offshore infrastructure protecting them from malicious damage is not possible. They are resilient due to the environment within which they are located, but no amount of protection would prevent targeted, malicious activity.

Theme	What you told us about this topic	How we are listening and what we are considering
Impact on Commercial Fisheries	Respondents raised concerns about potential restrictions to traditional fishing grounds, particularly for the UK potting fleet. They highlighted the risk of economic loss and displacement of fishing activity, providing support to fisheries as this is a key industry in the region, as well as possible gear damage if subsea cables are not fully buried.	The Project will aim to minimise impacts to commercial fisheries and will work with the fishing industry as a stakeholder. Following statutory consultation, the Project has increased the minimum target burial depth for the offshore cables, and where possible burial of cables is favoured over other cable protection methods. Consequently, design will be focused on minimising cable protection requirements and maximising burial to a depth to help avoid disturbance to the fishing industry, wherever possible (Commitment ID CO27). Effects on commercial fisheries and the local economy will be assessed in the following ES chapters: • Chapter 14 Commercial Fisheries • Chapter 30 Socio-economics, Tourism and Recreation. An Outline Fisheries Liaison and Coexistence Plan (OFLCP) will be submitted with the DCO application. The OFLCP will include a commitment to ongoing liaison with fishermen throughout all stages of the Project (Commitment ID CO15).
Impact on Shipping and Navigation	Respondents expressed concern about increased collision risks, disruption to established routes, and reduced emergency response capacity. They emphasised the need for clear mitigation and further assessment of cumulative impacts.	A Navigational Risk Assessment (NRA) was carried out for the PEIR which demonstrated that the Project can be constructed and operated without creating unacceptable risks to shipping. The conclusion of the NRA was that whilst risks arose there were various identifiable measures which could be implemented that would lower those risks to an acceptable level. Since PEIR the Project has undertaken a Hazard Workshop with relevant Shipping and Navigation Stakeholders. The Hazard Workshop is a key tool used in the NRA process which ensures that all hazards are identified, and the corresponding risks qualified in discussion with relevant stakeholders. Ongoing refinement of the turbine design including foundation types, number of offshore platforms, and other elements will be incorporated into an updated NRA, including outcomes from the Hazard Workshop, which will be submitted with the DCO application. This will ensure that all identified risks, no matter how low, will be mitigated to ensure the minimum risk and disruption occurs during the construction and operation of the Project. The updated NRA will include thorough consideration and assessment of cumulative activities arising from other projects. How the Project influences emergency responses will also be included in the NRA.

Next Steps

Following an analysis of all feedback received during the statutory consultation, the Project may refine its proposals, update assessments and mitigation measures and add new commitments to the Commitments Register. All changes made in response to stakeholder feedback, and how this feedback has been considered, will be recorded in the Consultation Report.

Work will continue on the preparation of the DCO application. This process involves compiling the required documentation, including detailed environmental assessments and supporting technical information, which will be submitted to the Planning Inspectorate for examination.

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