

**Dogger Bank Wind Farm A & B
Cable Route Amendments
Supporting Statement**

RE-PM575-RHDHV-00041

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1 Introduction

Planning permission is being sought by Doggerbank Offshore Wind Farm Project 1 Projco Ltd and Doggerbank Offshore Wind Farm Project 2 Projco Ltd (together 'the Projcos') under the Town and Country Planning Act 1990 (as amended) for minor amendments to the cable corridor (herein the 'Consented Cable Corridor') as consented by the Dogger Bank Creyke Beck Offshore Wind Farm Order 2015 as amended (the Development Consent Order, herein 'the DCO'). Following consultation with the East Riding of Yorkshire Council (ERYC) as the Relevant Planning Authority, separate planning applications are submitted for each of the 12no. Cable Route Amendments. This Supporting Statement is applicable to all 12no. Cable Route Amendments, with only **Section 6** presenting information separately for each Cable Route Amendment.

The Projcos are submitting the applications as part of ongoing measures to maximise construction efficiency and alleviate concerns of affected stakeholders relating to the construction, installation and operation of the onshore underground cables forming part of Dogger Bank Wind Farm A and Dogger Bank Wind Farm B ('Project A' and 'Project B' respectively, and together 'the Projects').

Since consent was granted in 2015 for the Projects, the Projcos have undertaken a detailed design process to refine the location of the onshore cables, part of which has focused on project optimisation to increase construction and operational efficiency, or to alleviate concerns of affected landowners or stakeholders. Not all of the design improvements identified through this process are located within the Order Limits as defined within the DCO and are therefore the subject of separate planning applications for each Cable Route Amendment.

The purpose of this Supporting Statement is to provide the following information in support of the planning applications for the Cable Route Amendments:

- Nature and location of the amendments;
- Consultation undertaken;
- Planning policy context;
- Design and access statement; and
- Environmental review.

2 Cable Route Amendments

All Cable Route Amendments are located entirely within the East Riding of Yorkshire Council administrative area and consist of the installation and operation of underground cables within 12 individual areas adjacent to the Order Limits. Where the individual Cable Route Amendment is utilised, the adjacent section of the Consented Cable Corridor within the Order Limits would not be used.

The Cable Route Amendments consist of the same elements as Works No.'s 6A, 6B, 8A and 8B of the Projects as defined in Schedule 1 Part 1 *Authorised Development*, of the DCO, namely:

- Cable route amendments C1 to C10: up to 4 “*export cables for the transmission of HVDC electricity, together with fibre-optic cables for the transmission of electronic communications, laid underground in ducts if necessary...includes the construction of haul roads*”.
- Cable route amendments C11 and C12a and b: up to 6 “*export cables for the transmission of HVAC electricity, together with fibre-optic cables for the transmission of electronic communications, laid underground in ducts if necessary...including the construction of haul roads*”.

The cables are installed within ducts for both the Projects and the Cable Route Amendments. The ducts are installed predominantly via open cut trenches, with Horizontal Directional Drilling (HDD) used where surface obstacles are to be avoided. The ducts are installed at approximately 1.2 metres (m) depth below ground level, although this will vary depending on the ground conditions and obstacles to be crossed. The cables are subsequently pulled through the installed ducts. Further details on the specifics of the Projects, including the installation methodology which will be replicated in the Cable Route Amendments, are available in the certified 2013 Environmental Statement (2013 ES) and the associated DCO discharge documentation.

Construction of the Cable Route Amendments would be undertaken in conjunction with construction of the Projects. No new access points from the public highway would be required for the Cable Route Amendments as access will be taken through the Order Limits. A temporary haul road will be constructed within the Cable Route Amendments to facilitate installation of the cables, however this would be removed and the site reinstated upon completion of construction as detailed in the 2013 ES. The haul road would consist of a geotextile membrane overlain by layers of crushed stone (approximately 300 millimetres deep) to provide a running surface for construction vehicles. Where specific Cable Route Amendments relate to widening of the cable corridor, there may not be a requirement for the haul road to be constructed within that area, and instead the haul road as consented by the DCO within the Consented Cable Corridor would be used.

Table 2.1 provides a summary of the Cable Route Amendments. The locations of each Cable Route Amendment are shown in relation to each other and to the Order Limits on **Drawing No.'s DB-T-DES-0022-02 and DB-T-DES-0022-03**. Individually the areas are small, between 0.05 – 1.40 hectares (ha) each. All of the Cable Route Amendments are located on agricultural land and would be required on a permanent basis, albeit that agricultural use could continue once construction is complete, as the cables are buried at depths which would not affect current farming practices.

Table 2.1 Cable Route Amendments

Cable Route Amendment	Area (ha)	Justification for Use
C1	0.22	The Consented Cable Corridor takes a near right angle change in direction, making cable installation complex from an engineering perspective. The proposed amendment straightens the alignment and simplifies the installation process.
C2	0.30	The Consented Cable Corridor takes a near right angle change in direction, making cable installation complex from an engineering perspective. The proposed amendment straightens the alignment and simplifies the installation process.
C3a	0.81	Ground conditions identified through the 2019 ground investigation works, and the combination of multiple watercourse crossings using the Horizontal Direction Drill (HDD) methodology and changes in direction of the Consented Cable Corridor, make cable installation within this area complex. The proposed amendment straightens the alignment and simplifies the installation process. It also combines the two HDDs below the Leven Canal and the Leven Town Drain to pass below both watercourses and an area of saturated ground located between them.
C3b	0.99	
C4	0.30	The landowner requested straightening of the Consented Cable Corridor in this location to reduce the impact on their land and underlying drainage scheme.
C5a	0.25	The Consented Cable Corridor contains some kinks between two watercourse crossings which are undertaken using the HDD methodology. The current alignment presents some engineering challenges and the proposed amendment would simplify this.
C5b	0.09	
C6	0.89	The landowner requested straightening of the Consented Cable Corridor in this location to reduce the impact on their land and underlying drainage scheme.
C7	0.65	The landowner requested straightening of the Consented Cable Corridor in this location to reduce the impact on their land and underlying drainage scheme.
C8	0.16	The Consented Cable Corridor takes a near right angle change in direction, making cable installation complex from an engineering perspective. The proposed amendment straightens the alignment and simplifies the installation process.
C9	0.16	The Consented Cable Corridor takes a near right angle change in direction, making cable installation complex from an engineering perspective. The proposed amendment straightens the alignment and simplifies the installation process.
C10	1.40	The Consented Cable Corridor requires the cables to change direction immediately following a technically complex HDD below a Network Rail railway line. The proposed amendment allows the cables to continue on a smoother alignment and reduces the required cable lengths.
C11	0.05	The Consented Cable Corridor takes a near right angle change in direction, making cable installation complex from an engineering perspective. The proposed amendment straightens the alignment and simplifies the installation process.

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Cable Route Amendment	Area (ha)	Justification for Use
C12a	0.20	The Consented Cable Corridor would result in cables being installed between two high voltage pylons from which high voltage cables also go underground within the Consented Cable Corridor. From a health and safety perspective, the proposed amendment would move the cables away from live cables.
C12b	0.19	

3 Consultation

3.1 East Riding of Yorkshire Council (ERYC)

The ERYC was consulted on the possibility of variations to the Projects during meetings in 2018 and 2019, and all parties agreed that planning permission for these would be secured via either the Town and Country Planning (General Permitted Development) Order 2015 or via an application under the Town and Country Planning Act 1990 (as amended). As discussed at those meetings, and in subsequent correspondence, the applications are accompanied by appropriate drawings and plans of the Cable Route Amendments and pertinent environmental information.

3.2 Landowner

Consultation has been ongoing with all landowners directly affected by the Projects for a number of years, with most recent discussion beginning in 2018 to conclude voluntary land agreements. As part of these recent discussions, the necessary land rights for the Cable Route Amendments were agreed with the landowners¹.

Whilst most of the Cable Route Amendments were identified by the Projcos, amendments were also requested by landowners to reduce impacts on their land and their underlying drainage systems. Where it has been possible to accommodate these changes, this has been done and three such areas are included as detailed in **Table 2.1**.

3.3 Public

The Projcos are committed to engaging with the public to keep them informed about the Projects. Two rounds of public exhibitions were held in 2019 across three days in January and three days in November to re-engage with the public following a restructuring of the developers taking the Projects forward. The events were held at different times throughout the day in a number of locations along the length of the onshore part of the Projects to ensure that they were accessible for all. The events were advertised online and offline, including adverts in the Hull Daily Mail in print and Hull Live online, in the local newspaper Driffield and Wolds Weekly, communications through the Parish Councils, posters for notice boards, plus a leaflet drop to 3,000 households. For those unable to attend the events, the leaflets included additional information regarding the Projects' progress. All adverts and literature included a contact email address and telephone number, as well as the website address of the Projects. The information boards presented at the events are available online.

The key items covered at the exhibitions were:

- Confirmation of the joint venture between SSE Renewables and Equinor who are developing the Projects.
- Updates on the details of the Projects.
- Information on the detailed design process, including reference to project optimisation and addressing stakeholder concerns².

¹ Note, rights for part of the land required for C12a are yet to be secured as the estate is in probate at the time of writing; if this cannot be resolved the cable route would revert to the Consented Cable Corridor.

² The exact locations of the variations were not shown at the exhibitions due to the sensitive nature of the ongoing land negotiations at that stage.

- Details on the construction programme.

Individuals from the Projcos were available at the events to answer questions and feedback forms were provided. Feedback received was generally positive about the Projects, with no concerns raised about proposed amendments. The main concern was around increased traffic in communities close to the onshore works area; the Cable Route Amendments will not result in any additional traffic beyond that which is generated by the Projects and which was assessed as part of the Consented Cable Corridor.

3.4 Upcoming Consultation

Given current restrictions on public movement and the requirements for social distancing, and the low attendance levels at previous events (approximately 80 people in total at each round of events), it is not considered appropriate for further exhibitions to be held. Instead, a link will be provided within the Dogger Bank Wind Farm website (www.doggerbank.com) to the planning applications for the public to provide comments. Those individuals who provided contact details at the previous events will be informed of the applications by their preferred means of contact and given the opportunity to request hard copies of the application documents for their review.

Contact details are also available on the Dogger Bank website which allow stakeholders to raise queries or comments directly with the Projcos. Any correspondence directly relating to the planning applications would be sent on to the ERYC.

4 Planning Policy Context

The Town and Country Planning Act 1990 Section 70(2) states that: *“In dealing with such an application the authority shall have regard to the provisions of the Development Plan, so far as material to the application, and to any other material considerations.”* The Planning and Compulsory Purchase Act 2004 forms an amendment to the Town and Country Planning Act 1990. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that: *“If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”*

4.1 East Riding Local Plan 2016

The relevant Development Plan is the ERYC Local Plan³, which comprises of The Strategy Document, adopted in April 2016 and the Allocations Document, adopted in July 2016. Policies considered to be of relevance to the Cable Route Amendments are summarised in **Table 4.1** below, together with a statement of compliance. For full wording of the policies, the ERYC Local Plan should be referred to. The environmental review of the Cable Route Amendments set out in **Section 6** has been used as a basis for the policy assessment.

Table 4.1 Local Plan Policy Review and Assessment

Policy Title	Policy Summary	Statement of Compliance
Policy EC5: Supporting the Energy Sector	Policy EC5 supports the development of energy projects and related infrastructure, as long as any adverse effects on the local environment and amenity are addressed.	The Cable Route Amendments are minor variations to an already approved renewable energy project. The aim of the Cable Route Amendments is to facilitate and optimise the construction of the Dogger Bank Wind Farm. The effects of the Cable Route Amendments on environmental receptors have been assessed in Section 6 . In summary, the Cable Route Amendments will not give rise to any significant and unacceptable effects on the environment or amenity due to the discrete nature of each area and the proposed mitigation measures. As such, the Cable Route Amendments are in line with Policy EC5.
Policy S1: Presumption in Favour of Sustainable Development	Policy S1 seeks to promote and support development that that improves the economic, social and environmental conditions in the East Riding of Yorkshire.	The purpose of the Cable Route Amendments is to facilitate the construction of the onshore works of the Projects. As the Cable Route Amendments enable and support a large-scale renewable energy project, whilst minimising environmental effects, they comply with the principles of Policy S1.

³ ERYC 2016, East Riding Local Plan 2016 [online] Available at: <https://www.eastriding.gov.uk/planning-permission-and-building-control/planning-policy-and-the-local-plan/what-is-the-east-riding-local-plan/> (Accessed 28/04/2020)

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Policy Title	Policy Summary	Statement of Compliance
Policy ENV1: Integrating High Quality Design	Elements of Policy ENV 1 seek to integrate high quality design and require that all developments protect the character of their areas, through their design, layout, construction and use, whilst contributing to the reduction of carbon emissions.	Since the Cable Route Amendments will facilitate a renewable energy project, it will ultimately contribute to the reduction of carbon dioxide emissions. The Cable Route Amendments is proposed as a response to design iterations to the Consented Cable Corridor. As such it is considered that it is designed and sited in the optimal way to fit in its surroundings. Further considerations of design are set out in Section 5.1 . It is considered that the Cable Route Amendments comply with Policy ENV1, as it integrates high quality design.
Policy ENV3: Valuing our heritage	Policy ENV3 aims to protect heritage assets via appropriate mitigation.	The effects of the Cable Route Amendments on cultural heritage have been assessed in Section 6.1 . No cultural heritage receptors have been identified within the Cable Route Amendments or in the vicinity of the Cable Route Amendments, therefore there will be no effects on such receptors. The exception to this is Cable Route Amendment C7, which would avoid direct effects on a previously identified ditch, is still likely to encounter two ditches identified within the adjacent Consented Cable Corridor. Any effects on this will be managed in accordance with the WSI. Should buried archaeology be encountered elsewhere, the Contractor follows the Protocol for Archaeological Discoveries approved as part of the WSI for the Projects. Therefore, there will be no unacceptable effects on heritage assets, and the Cable Route Amendments comply with Policy ENV3.
Policy ENV4: Conserving and Enhancing the Biodiversity and Geodiversity	Policy ENV 4 seeks to protect biodiversity. It proposes that there should be no unacceptable effects on biodiversity and nature and designations. Suitable mitigation should be proposed as part of new proposals.	The effects of the Cable Route Amendments on ecology and biodiversity are reviewed in Section 6.1 . The Cable Route Amendments are not located within any statutory or non-statutory designated sites for nature conservation; therefore, there are no effects on such receptors. Consideration is given to additional receptors in the area specific tables (6.2 – 6.13). To minimise any effects on biodiversity, the measures detailed in the CoCP, CEMP, EMP and the Written Landscaping Scheme will be implemented. Therefore, subject to mitigation there will be no unacceptable effects on biodiversity and the Cable Route Amendments comply with Policy ENV4.

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Policy Title	Policy Summary	Statement of Compliance
Policy ENV6: Managing Environmental Hazards	Policy ENV6 proposes that hazards such as flood risk and groundwater pollution should be appropriately managed and mitigated. Development should not result in unacceptable consequences to its users, the community and the environment.	The effects of the Cable Route Amendments in relation to flood risk and groundwater have been assessed on an area by area basis in Section 6.1 . Where necessary, appropriate mitigation has been secured to protect the groundwater resources and prevent risks of flooding via the approved CEMP and Surface and Foul Water Drainage Plan for the Projects. Therefore, the Cable Route Amendments will not result in unacceptable effects on the community, users and the environment, and comply with Policy ENV6.
Policy EC1: Supporting Growth and Diversification of the East Riding Economy	Policy EC1 aims to encourage growth and diversification of the local economy, support key employment sectors such as renewable energy.	The purpose of the Cable Route Amendments is to facilitate and support a renewable energy generation project. One of the key objectives of the Local Plan is to promote renewable energy as a key industry across the region. Therefore, the Cable Route Amendments directly contributes to this objective of Policy EC1 and the Local Plan.
Policy EC4: Enhancing sustainable transport	Policy EC4, Part A seeks to support development where it increases accessibility and safety, minimises congestion and addresses its likely transport impact. Proposals should include relevant transport assessment and travel plans and accommodate expected movement to and from the Development.	Policy EC4 is considered and assessed in greater detail in Section 5.2 . In summary, the proposed HAMP and CTMP provide appropriate traffic assessment and regulation. They have demonstrated that the movement to and from the Cable Route Amendments can be appropriately accommodated within the transport network and will not result in any unacceptable effects. Therefore, the Cable Route Amendments comply with Policy EC4.

4.2 Relevant Material Considerations

4.2.1 National Planning Policy Framework 2019

The National Planning Policy Framework is a key material consideration for planning applications. It sets out the economic, environmental and social planning policies for England. Central to these main themes is a presumption in favour of sustainable development. The NPPF is clear that planning has a key role in supporting renewable energy and associated infrastructure. Paragraph 148 of the NPPF proposes that the planning system should support the transition to a low carbon future in a changing climate:

"The planning system should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings, and support renewable and low carbon energy and associated infrastructure"

Paragraphs 170 to 202 of the NPPF also emphasise the importance of preservation and enhancement of the built and natural environment.

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It is considered that the Cable Route Amendments comply with the policy principles of NPPF, as they will contribute to sustainable, low carbon development. Further, the effects of the Cable Route Amendments on the built and natural environment have been appropriately assessed throughout **Section 6.1**, concluding that the Cable Route Amendments will not give rise to any significant unacceptable effects on environmental receptors.

5 Design and Access Statement

This section provides details on the design process undertaken for the Cable Route Amendments and access provisions relating to the Cable Route Amendments.

5.1 Design

The Cable Route Amendments have been identified through the detailed design process undertaken for the Projects. Since the purpose of the Cable Route Amendments is to replace sections of the Projects' Consented Cable Corridor, the design principles are pre-agreed and defined in the 2013 ES, namely that the cables are installed underground, and the only above ground structures would be cable markers and/or manhole covers. The above ground structures are required for health and safety purposes and for inspection and maintenance purposes; these would not be out of place within the surrounding area. The Cable Route Amendments adhere to the pre-defined principles and marginally reduces the overall length of cables required for the Projects in comparison to the Consented Cable Corridor.

5.2 Access

Elements of Policy EC4: Enhancing sustainable transport, Part A are considered applicable to the Cable Route Amendments. Part A seeks to support development where it increases accessibility and safety, minimises congestion and addresses its likely transport impact. Development proposals should include relevant transport assessment and travel plans and accommodate expected movement to and from the development.

Policy EC4 is consistent with the NPPF which proposes the following:

- Paragraph 102 indicates that transport issues should be considered from the earliest stages of development proposals to address the potential impacts on transport networks; and
- Paragraph 108 seeks to ensure that sustainable transport modes should be taken up, safe and suitable access can be achieved and any significant impacts from the development on the transport network or highway safety can be mitigated to an acceptable degree.

As previously stated, access to the Cable Route Amendments is taken from within the Order Limits; no new access points from the public highway are required. No additional traffic is generated as a result of the Cable Route Amendments over and above the traffic that would be generated as a consequence of the construction of the Consented Cable Corridor; traffic is instead redirected to the Cable Route Amendments from within the Projects.

Traffic relating to the Cable Route Amendments would be regulated through implementation of the Highways Access Management Plan (HAMP) and Construction Traffic Management Plan (CTMP) which were submitted to and approved by the ERYC, through consultation with the highways authority, as part of the pre-commencement DCO requirement discharge work, see applications 19/30329/CONDET and 19/30332/CONDET for Project A and Project B respectively. The HAMP and CTMP take account of current legislation, policy and guidance, mitigation measures recommended during the consenting stage and consultation responses to provide a robust access and management strategy. As such, they have successfully addressed any specific access issues to the Cable Route Amendments and the Project. The Projcos would adhere to the HAMP and CTMP throughout the construction of the Cable Route Amendments, (see section 5 below which confirms the Projcos would be happy to accept an appropriately worded planning condition to this

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effect). With an overview of the traffic and transport regulation measures as summarised above, it is considered that the Cable Route Amendments comply with Policy EC4.

6 Environmental Review

The Cable Route Amendments are not EIA developments as defined by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017. Whilst the Cable Route Amendments are considered to be minor in nature, scale and effects, consideration has been given to potential environmental effects to demonstrate that the Cable Route Amendments do not have the potential to give rise to significant effects.

Whilst the Cable Route Amendments are consented separately to the Projects, the Projcos would apply the following management plans to the Cable Route Amendments to ensure that any effects are further reduced, and that the Cable Route Amendments are constructed and operated in accordance with the adjacent Projects. The Projcos would be happy to accept appropriately worded planning conditions to that effect should the ERYC consider it necessary.

Management plans already approved by the ERYC in consultation with the relevant consultees (including the highways authority, Natural England, the Environment Agency, Yorkshire Water and the Beverley and North Holderness Internal Drainage Board) as part of the DCO requirement discharge process include:

- Landscape Plan (doc ref: RE-PM575-RHDHV-00005);
- Fencing Plan (doc ref: RE-PM575-RHDHV-00007);
- HAMP (doc ref: RE-PM575-RHDHV-00009);
- CTMP (doc ref: RE-PM575-RHDHV-00010);
- Surface and Foul Water Drainage Plan (doc ref: RE-PM575-RHDHV-00012);
- Archaeological Construction Written Scheme of Investigation (WSI) (doc ref: RE-PM575-RHDHV-00036);
- Ecological Management Plan (EMP) (doc ref: RE-PM575-RHDHV-00020);
- Code of Construction Practice (CoCP) (doc ref: RE-PM575-RHDHV-00021);
- Watercourse Crossings Methodologies (doc ref: RE-PM575-RHDHV-00022); and
- Construction Environmental Management Plan (CEMP) (doc ref: RE-PM575-RHDHV-00024).

Copies of these management plans are included within the application documents.

6.1 Evaluation

Each Cable Route Amendment has been considered against environmental receptors on which it could have effects. Many effects are applicable to all Cable Route Amendments and are detailed in **Table 6.1**. Where effects have been identified for specific Cable Route Amendments, those are detailed in the subsequent tables.

To inform this review, desk-based reviews of available online data, such as open access data on the Government and associated agencies' websites have been used to inform the consideration of effects. Where possible, survey work undertaken for the purpose of discharging the DCO requirements was extended to cover the Cable Route Amendments. Whilst the planning applications will be determined on their own merits, cognisance is given to the baseline data and assessments presented in the 2013 Environmental Statement (2013 ES) for the Projects. Environmental constraints are shown on **Drawing No. DB-T-ECO-0004-01** in relation to each Cable Route Amendment.

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Since the purpose of the Cable Route Amendments is to optimise the Projects by replacing or straightening sections of the Consented Cable Corridor, it is prudent to consider the effects of the Cable Route Amendments in conjunction with the effects of the Project. In addition to confirming effects resulting from the Cable Route Amendments alone, the below tables also focus on circumstances where effects from the Cable Route Amendments replace, reduce or increase effects from the Projects. No significant effects are expected as a result of the construction and operation of the Cable Route Amendments. Where effects are expected these are negligible. Adherence to the management plans detailed previously will further control any effects from the Cable Route Amendments.

Table 6.1 All Cable Route Amendments

Environmental Topic	Evaluation ⁴	Summary
Landscape and visual	<p>The Cable Route Amendments are not located within or adjacent to any designated landscapes, therefore there will be no effects on such receptors.</p> <p>Construction of the Cable Route Amendments involves installation of underground cables and would be undertaken at the same time as the construction of the Projects, replacing sections of the Consented Cable Corridor. Once installed, the only permanent above-ground structures would be cable markers and manhole covers at certain intervals as required. Where above ground structures are required as part of the Cable Route Amendments, these would replace those which would have been installed within the Projects' Consented Cable Corridor; overall no additional structures would be required above ground when considered in combination. As the Cable Route Amendments would be constructed in conjunction with the Project, the construction works relating to the Cable Route Amendments would not introduce new elements into the landscape.</p> <p>The Cable Route Amendments would marginally reduce the area occupied by the Projects during construction and operation.</p> <p>Implementation of the measures and principles detailed in the Landscape Plan ensure that any effects are reduced.</p>	<p>No effects.</p> <p>No effects.</p> <p>Negligible positive effect.</p>
Socio-economics	<p>Construction of the Cable Route Amendments would be carried out by the Contractor responsible for constructing the Projects; therefore, there would be no increase or decrease in construction employment. No increase in materials would be required for the Cable Route Amendments as they replace parts of the Projects; there is the potential for resource efficiency as the overall length of cables are reduced when examined in combination.</p>	<p>No effects.</p>

⁴ Comments have taken into account the Consented Cable Corridor.

Environmental Topic	Evaluation ⁴	Summary
Land use and agriculture	<p>The Cable Route Amendments require the possession and use of agricultural land. In combination with the Projects, the Cable Route Amendments would marginally reduce the area occupied during construction and operation.</p> <p>During construction, land within the Cable Route Amendments would not be able to be used for agricultural purposes, however when considered as a replacement to areas within the Consented Cable Corridor, overall there is a marginal decrease in land required.</p> <p>Following construction, the land is reinstated and returned to agricultural use, as the cables are installed at a depth which allows agricultural practices to continue.</p>	<p>Negligible positive effect.</p> <p>Negligible positive effect.</p> <p>No effects.</p>
Terrestrial ecology	<p>The Cable Route Amendments are not located within any statutory or non-statutory designated sites for nature conservation; therefore, there are no effects on such receptors.</p> <p>Further consideration is given to additional receptors in the area specific tables.</p>	No effects.
Onshore cultural heritage	<p>No cultural heritage receptors have been identified within the Cable Route Amendments or in the vicinity of the Cable Route Amendments, therefore there will be no effects on such receptors.</p> <p>In the event that buried archaeology is encountered, the Contractor follows the Protocol for Archaeological Discoveries approved as part of the WSI for the Projects. Further consideration is given in the area specific tables as to the potential for buried archaeology.</p>	<p>No effects.</p> <p>No effects due to mitigation.</p>

Environmental Topic	Evaluation ⁴	Summary
Traffic and access	<p>Construction of the Cable Route Amendments would not result in an increase in traffic during the construction period, as it will be constructed in conjunction with the Project construction works.</p> <p>Due to the nature of the Cable Route Amendments there will be no increase in traffic during the operational phase.</p> <p>Implementation of the measures and principles detailed in the HAMP and CTMP ensure that any effects are reduced.</p>	<p>No effects.</p> <p>No effects.</p>
Noise and vibration	<p>Construction of the Cable Route Amendments is undertaken in conjunction with construction of the Projects and therefore no additional noise or vibration effects beyond those generated by the Projects will occur.</p> <p>Implementation of the measures and principles detailed in the CoCP and CEMP ensure that any effects are reduced.</p>	No effects.
Air quality	<p>Construction of the Cable Route Amendments is undertaken in conjunction with construction of the Projects and therefore no additional effects from dust or on air quality beyond those generated by the Projects will occur.</p> <p>Implementation of the measures and principles detailed in the CoCP and CEMP ensure that any effects are reduced.</p>	No effects.

Table 6.2 Cable Route Amendment - C1

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	There are no tourism or recreational receptors, including Public Rights of Way, in the vicinity C1.	No effects.

Environmental Topic	Evaluation ⁴	Summary
Geology, water resources and land quality	<p>A drain is located within the western extent of C1 which must be crossed by the cables and temporary haul road. This would be an alternative crossing of the drain, as it would replace the original crossing within Consented Cable Corridor.</p> <p>C1 is located within Flood Zone 1 and therefore is at a very low risk from flooding. The nature of the Development means it is not vulnerable to flooding, nor does it increase the risk of flooding elsewhere.</p> <p>No features such as tanks or waste management facilities have been identified within C1.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP, Watercourse Crossing Methodologies, and Surface and Foul Water Drainage Plan ensure that any effects are reduced.</p>	<p>No effects.</p> <p>No effects.</p> <p>No effects.</p>
Terrestrial ecology	<p>A species poor, defunct hedgerow is located to the west and the north of C1, which could provide nesting bird habitat. Hedgerow removal is undertaken either outside of the breeding bird season or following a check by the Ecological Clerk of Works (ECoW) to confirm that no birds are nesting within the hedge in that area.</p> <p>Hedgerow removal to facilitate construction within C1, replaces that which would have been undertaken within the Order Limits. A marginal increase in hedgerow removal is likely to be required.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP and EMP ensure that any effects are reduced.</p>	<p>No effects due to mitigation.</p> <p>Negligible negative effect.</p>
Onshore cultural heritage	<p>Anomalies identified during the 2019 geophysical survey are expected to be geological or natural, as were similar anomalies which were subject to further intrusive investigations nearby.</p>	<p>No effects.</p>

Table 6.3 Cable Route Amendment - C2

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	There are no tourism or recreational receptors, including Public Rights of Way, in the vicinity of C2.	No effects.
Geology, water resources and land quality	<p>Utilising the area covered by C2, removes the need for a watercourse crossing (W19). This will avoid direct effects on the watercourse.</p> <p>C2 is located within Flood Zone 1 and therefore is at a very low risk from flooding. The nature of the Development means it is not vulnerable to flooding, nor does it increase the risk of flooding elsewhere.</p> <p>No features such as tanks or waste management facilities have been identified within C2.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP and Surface and Foul Water Drainage Plan ensure that any effects are reduced.</p>	<p>Negligible positive effect.</p> <p>No effects.</p> <p>No effects.</p>
Terrestrial ecology	<p>Intact species poor hedgerows are located on both sides of the road within the area covered by C2 and could provide nesting bird habitat. Hedgerow removal to facilitate construction within C2 would be undertaken either outside of the breeding bird season or following a check by the ECoW to confirm that no birds are nesting within the hedgerow in that area.</p> <p>Hedgerow removal to facilitate construction within C2, replaces that which would have been undertaken within the Consented Cable Corridor. A marginal decrease in hedgerow removal is expected.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP and EMP ensure that any effects are reduced.</p>	<p>No effects due to mitigation.</p> <p>Negligible positive effect.</p>
Onshore cultural heritage	No notable anomalies were recorded during geophysical survey.	No effects.

Environmental Topic	Evaluation ⁴	Summary
Traffic and access	<p>Frodingham Road is located within C2 and must be crossed by the cables. This represents an alternative crossing location of the road, as it would replace the original crossing within the Consented Cable Corridor to the south of the revised location.</p> <p>As with the original crossing, the road will be temporarily stopped up and construction undertaken as detailed in the CTMP; i.e. via open trench. No additional area of road will require to be stopped up as a result of the Development.</p> <p>Implementation of the measures and principles detailed in the HAMP and CTMP ensure that any effects are reduced.</p>	<p>No effects.</p> <p>No effects.</p>

Table 6.4 Cable Route Amendment - C3a & C3b

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	<p>Leven Footpath No. 4 is located approximately 50 m to the north of C3a and C3b. Given the amendments have no direct effects on the path and that the footpath is already crossed by the Projects, the Development will have no effect on this path.</p>	No effects.

Environmental Topic	Evaluation ⁴	Summary
Geology, water resources and land quality	C3a and C3b provides additional flexibility around the Project watercourse crossings of the Leven Canal, Leven Town Drain and Cross Drain. Rather than two separate HDDs, the Leven Canal and Leven Town Drain would be crossed by one, more direct HDD, passing below both watercourses and the intervening ground, which 2019 ground investigations has indicated to be unsuitable for trenching due to saturation levels. Cross Drain is crossed by a separate HDD, although the use of C3a and C3b means that this can be completed on a straighter trajectory, simplifying the drill process. As with all watercourse crossings, the Watercourse Crossing Methodologies discharge document, as approved by ERYC, is applied and adhered to.	Negligible positive effects.
	C3a and C3b are partially located within SPZ3, as is the Consented Cable Corridor, and the mitigation measures set out within the Projects' CoCP, CEMP, and Surface and Foul Water Drainage Plan are adhered to during works in in SPZ3 to protect the groundwater resource.	No effects due to mitigation.
	C3a and C3b are located within Flood Zone 3, but also within an area that benefits from flood defences, as is the Consented Cable Corridor. The nature of the Development means it is not vulnerable to flooding, nor does it increase the risk of flooding elsewhere. Measures detailed within the Surface and Foul Water Drainage Plan provide additional protection from flood risk.	No effects.
	No features such as tanks or waste management facilities have been identified within C3a or C3b.	No effects.

Environmental Topic	Evaluation ⁴	Summary
Terrestrial ecology	<p>The boundary of C3a and C3b abuts the Leven Canal Site of Special Scientific Interest (SSSI), however no works directly relating to the Development would take place within the SSSI; the crossing below the SSSI from the Project is undertaken by HDD meaning no direct effects. As approved in the Projects' EMP, works are restricted within 20m of the SSSI boundary; this would also be enforced within the Development. This restricted working zone is demarcated on site by the <i>Contractor</i> under instruction from their ECoW.</p> <p>Water voles were recorded within the drain to the south of the Leven Canal and within the Leven Town Drain, however since these are both crossed using the HDD technique, there will be no direct effects and checks by the ECoW prior to works commencing are not required.</p> <p>Similarly, habitats around the drains within and adjacent to C3a and C3b have the potential to support grass snakes; however since these areas are crossed using the HDD technique, there will be no direct effects and checks by the ECoW prior to works commencing are not required.</p> <p>Habitats within and around C3a and C3b are identified as important for farmland birds and provide nesting habitat for marsh harriers. Prior to vegetation clearance a check would be undertaken by the ECoW to ensure no birds are present.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP and EMP ensure that any effects are reduced.</p>	<p>No effects due to mitigation.</p> <p>No effects due to construction method.</p> <p>No effects due to construction method.</p> <p>No effects due to mitigation.</p>
Onshore cultural heritage	<p>Anomalies identified during the 2019 geophysical survey are expected to be geological or natural, with one of the anomalies already being identified as a former field boundary. Intrusive investigations undertaken in proximity to C3a and C3b uncovered no buried archaeology.</p>	No effects.

Table 6.5 Cable Route Amendment - C4

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	There are no tourism or recreational receptors, including Public Rights of Way, in the vicinity of C4.	No effects.
Geology, water resources and land quality	No watercourses are located within C4. A drain is located approximately 10 m to the north, although this is already crossed by the Projects.	No effects.
	C4 is located in SPZ3; however, the Consented Cable Corridor was also located within SPZ3, so no new effects are created.	No effects.
	C4 is located within Flood Zone 2 and is therefore at a medium risk from flooding. The nature of the Development means it is not vulnerable to flooding, nor does it increase the risk of flooding elsewhere.	No effects.
	No features such as tanks or waste management facilities have been identified within C4.	No effects.
Terrestrial ecology	Implementation of the measures and principles detailed in the CoCP, CEMP and Surface and Foul Water Drainage Plan ensure that any effects are reduced.	
	Habitats within and around C4 are identified as important for farmland birds. Prior to vegetation clearance a check would be undertaken by the ECoW to ensure no birds are present.	No effects due to mitigation.
Onshore cultural heritage	Implementation of the measures and principles detailed in the CoCP, CEMP and EMP ensure that any effects are reduced.	
	No notable anomalies were recorded during the 2019 geophysical survey.	No effects.

Table 6.6 Cable Route Amendment – C5a & C5b

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	Tickton Footpath No. 6 passes to the south of C5a and C5b. Given that the amendments have no direct effects on the path and that it is already crossed by the Projects, the Development will have no effect on the path.	No effects.
Geology, water resources and land quality	The Holderness Drain is located within the eastern extent of C5a. Due to the need for the Project cables to be further apart here due to ground conditions, the consented watercourse crossings for one of the cables would be relocated to within C5a from the Consented Cable Corridor.	No effects.
	C5a and C5b are located in SPZ3, however the Consented Cable Corridor was also within SPZ3, so no new effects are created.	No effects.
	C5a and C5b are located within Flood Zone 3, but also within an area that benefits from flood defences. The nature of the Development means it is not vulnerable to flooding, nor does it increase the risk of flooding elsewhere.	No effects.
	No features such as tanks or waste management facilities have been identified within C5a or C5b. Implementation of the measures and principles detailed in the CoCP, CEMP, Watercourse Crossing Methodologies and Surface and Foul Water Drainage Plan ensure that any effects are reduced.	No effects.
Terrestrial ecology	Water vole and otter were recorded within the Holderness Drain, however since this drain is crossed using the HDD technique, there will be no effects. Habitats around the Holderness Drain and New Holland Drain have the potential to support grass snakes. Checks are undertaken by the ECoW prior to works commencing in the area to ensure grass snakes are not present; should grass snakes be identified in the area, these will be dealt with as per the process outlined in the EMP. Implementation of the measures and principles detailed in the CoCP, CEMP and EMP ensure that any effects are reduced.	No effects due to construction method. No effects due to mitigation.

Environmental Topic	Evaluation ⁴	Summary
Onshore cultural heritage	The anomaly recorded during 2019 geophysical survey was confirmed through intrusive investigations to be a former field boundary.	No effects.

Table 6.7 Cable Route Amendment - C6

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	Tickton Footpath No. 7, and Tickton Bridleway No. 5 pass to the north and to the east of C6. Given that the amendment has no direct effect on either path, and that the Project already crosses Tickton Footpath No. 7, the Development will have no effect on either path beyond those already experienced from the Projects.	No effects.
Geology, water resources and land quality	A drain is located to the south of C6, although it will not be directly affected by the Development.	No effects.
	C6 is located in SPZ3, however, the original alignment was also within SPZ3, so no new effects are created.	No effects.
	C6 is located within Flood Zone 1 and therefore is at a very low risk from flooding. The nature of the Development means it is not vulnerable to flooding, nor does it increase the risk of flooding elsewhere.	No effects.
	No features such as tanks or waste management facilities have been identified within C6. Implementation of the measures and principles detailed in the CoCP, CEMP and Surface and Foul Water Drainage Plan ensure that any effects are reduced.	No effects.
Terrestrial ecology	Habitat around the drain to the south of C6 has the potential to support grass snakes. Checks are undertaken by the ECoW prior to works commencing in the area to ensure grass snakes are not present; should grass snakes be identified in the area, these will be dealt with as per the process outlined in the EMP. Implementation of the measures and principles detailed in the CoCP, CEMP and EMP ensure that any effects are reduced.	No effects due to mitigation.

Environmental Topic	Evaluation ⁴	Summary
Onshore cultural heritage	The anomaly recorded during 2019 geophysical survey was confirmed through intrusive investigations to be a former field boundary.	No effects

Table 6.8 Cable Route Amendment - C7

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	Tickton Footpath No. 7, and Tickton Bridleway No. 5 pass to the north and to the east of C7. Given that the amendment has no direct effect on either path, and that the Project already crosses Tickton Footpath No. 7, the Development will have no effect on either path beyond those already experienced from the Projects.	No effects.
Geology, water resources and land quality	<p>A drain is located to the north of C7, although it will not be directly affected by the Development.</p> <p>C7 is located in SPZ3; however, the Consented Cable Corridor was also within SPZ3, so no new effects are created.</p> <p>C7 is located within Flood Zone 1 and therefore is at a very low risk from flooding. The nature of the Development means it is not vulnerable to flooding, nor does it increase the risk of flooding elsewhere.</p> <p>No features such as tanks or waste management facilities have been identified within C7.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP and Surface and Foul Water Drainage Plan ensure that any effects are reduced.</p>	<p>No effects.</p> <p>No effects.</p> <p>No effects.</p> <p>No effects.</p>
Terrestrial ecology	<p>Habitat around the drain to the north of C7 has the potential to support grass snakes. Checks are undertaken by the ECoW prior to works commencing in the area to ensure grass snakes are not present; should grass snakes be identified in the area, these will be dealt with as per the process outlined in the EMP.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP and EMP ensure that any effects are reduced.</p>	No effects due to mitigation.

Environmental Topic	Evaluation ⁴	Summary
Onshore cultural heritage	<p>Two strip map and record areas (SMR6 and SMR7 as defined in the WSI) are located within the Consented Cable Corridor adjacent to C7. SMR6 was so positioned to allow for the excavation of two ditches identified through the intrusive investigations; it is expected that these would still be encountered within C7. SMR7 on the other hand was so positioned to excavate a ditch on a north-south alignment identified during the intrusive investigations; the use of C7 would avoid direct impacts on this ditch.</p> <p>A programme of archaeological mitigation is presently being undertaken and any alternative excavations would be agreed with the ERYC via the Humber Archaeology Partnership.</p>	No effects due to mitigation.

Table 6.9 Cable Route Amendment C8

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	There are no tourism or recreational receptors, including Public Rights of Way, in the vicinity of C8.	No effects.
Geology, water resources and land quality	<p>C8 is located in SPZ2; however, the Consented Cable Corridor was also within SPZ2, so no new effects are created.</p> <p>C8 is located within Flood Zone 3, but also within an area that benefits from flood protection. The nature of the Development means it is not vulnerable to flooding nor does it increase the risk of flooding elsewhere.</p> <p>No features such as tanks or waste management facilities have been identified within C8.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP and Surface and Foul Water Drainage Plan ensure that any effects are reduced.</p>	<p>No effects.</p> <p>No effects.</p> <p>No effects.</p>

Environmental Topic	Evaluation ⁴	Summary
Terrestrial ecology	<p>A species poor, defunct hedgerow is located partially within the east of C8 and could provide nesting bird habitat. Where hedgerow removal is required, this would be undertaken outside of the breeding bird season or following a check by the ECoW to confirm that no birds are nesting within the hedge in that area.</p> <p>Hedgerow removal to facilitate construction within C8, replaces that which would have been undertaken within the Order Limits. A marginal decrease in hedgerow removal is expected.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP and EMP ensure that any effects are reduced.</p>	<p>No effects due to mitigation.</p> <p>Negligible positive effect.</p>
Archaeology	Anomalies recorded during the 2019 geophysical survey, are expected to be geological or natural. Intrusive investigations undertaken in proximity of C8 uncovered no buried archaeology.	No effects.

Table 6.10 Cable Route Amendment C9

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	There are no tourism or recreational receptors, including Public Rights of Way, in the vicinity of C9.	No effects.
Geology, water resources and land quality	<p>C9 is located in SPZ2; however, the Consented Cable Corridor was also within SPZ2, so no new effects are created.</p> <p>C9 is located within Flood Zone 1 and therefore is at a very low risk from flooding. The nature of the Development means it is not vulnerable to flooding, not does it increase the risk of flooding elsewhere.</p> <p>No features such as tanks or waste management facilities have been identified within C9.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP and Surface and Foul Water Drainage Plan ensure that any effects are reduced.</p>	<p>No effects.</p> <p>No effects.</p> <p>No effects.</p>

Environmental Topic	Evaluation ⁴	Summary
Terrestrial ecology	No specific ecological receptors have been identified within or adjacent to C9.	No effects.
Onshore cultural heritage	No notable anomalies were recorded during the 2019 geophysical survey.	No effects

Table 6.11 Cable Route Amendment - C10

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	There are no tourism or recreational receptors, including Public Rights of Way, in C10. Woodmansey Footpath No. 4 is located approximately 50 m to the east of C10; however, it is already crossed by the Projects.	No effects.
Geology, water resources and land quality	A drain is located along the western boundary of C10. The consented watercourse crossing will therefore be replaced with one to the south within C10. No new crossing is required.	No effects.
	C10 is located in SPZ2; however, the Consented Cable Corridor was also within SPZ2, so no new effects are created.	No effects.
	The vast majority of C10 is located within Flood Zone 1 and therefore is not at risk from flooding. The eastern boundary of C10, is located within Flood Zone 2 and 3 which are of higher risk of flooding; however, the nature of the Development means it is not vulnerable to flooding nor does it increase the risk of flooding elsewhere.	No effects.
	No features such as tanks or waste management facilities have been identified within C10.	No effects.
	Implementation of the measures and principles detailed in the CoCP, CEMP, Watercourse Crossing Methodologies and Surface and Foul Water Drainage Plan ensure that any effects are reduced.	

Environmental Topic	Evaluation ⁴	Summary
Terrestrial ecology	<p>Habitats around the hedgerow and watercourse along the western boundary have the potential to support grass snakes. Checks are undertaken by the ECoW prior to works commencing in the area to ensure grass snakes are not present; should grass snakes be identified in the area, these will be dealt with as per the process outlined in the EMP.</p> <p>Hedgerow removal to facilitate construction within C10, replaces that which would have been undertaken within the Order Limits. There is no increase in the hedgerow removal expected.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP and EMP ensure that any effects are reduced.</p>	<p>No effects due to mitigation.</p> <p>No effects.</p>
Onshore cultural heritage	Intrusive investigations within C10 only recorded undated ditch which does not require further investigation.	No effects.

Table 6.12 Cable Route Amendment C11

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	There are no tourism or recreational receptors, including Public Rights of Way, in the vicinity of C11.	No effects.

Environmental Topic	Evaluation ⁴	Summary
Geology, water resources and land quality	A drain located within the north of C11 must be crossed by the cables and the haul road. This represents an alternative crossing of the drain, as it would replace the original crossing within Consented Cable Corridor to the east of the revised location.	No effects.
	C11 is located in SPZ1; however, the Consented Cable Corridor was also within SPZ1, so no new effects are created.	No effects.
	C11 is located within Flood Zone 3, however the nature of the Development means it is not vulnerable to flooding nor does it increase the risk of flooding elsewhere.	No effects.
	No features such as tanks or waste management facilities have been identified within C12a or C12b.	No effects.
	Implementation of the measures and principles detailed in the CoCP, CEMP, Watercourse Crossing Methodologies and Surface and Foul Water Drainage Plan ensure that any effects are reduced.	
Terrestrial ecology	Habitats around the watercourse have the potential to support grass snakes. Checks are undertaken by the ECoW prior to works commencing in the area to ensure grass snakes are not present; should grass snakes be identified in the area, these will be dealt with as per the process outlined in the EMP. Implementation of the measures and principles detailed in the CoCP, CEMP and EMP ensure that any effects are reduced.	No effects due to mitigation.
Archaeology	No notable anomalies were recorded during the 2019 geophysical survey.	No effects.

Table 6.13 Cable Route Amendment C12a & C12b

Environmental Topic	Evaluation ⁴	Summary
Tourism and recreation	Skidby Footpath 11 and 12 are located adjacent to C12a and C12b; however both are already crossed by the Projects. Skidby Footpath No. 11 would be temporarily stopped up whilst the cables are installed; this crossing represents an alternative crossing of the footpath, as it replaces the original crossing within the Consented Cable Corridor.	No effects.
Geology, water resources and land quality	C12a crosses two drains, whilst C12b crosses one drain; these crossings represent alternative crossings of the drains, as they would replace the original crossings within the Consented Cable Corridor.	No effects.
	C12a and C12b is located in SPZ1; however, the Consented Cable Corridor was also within SPZ1, so no new effects are created.	No effects.
	C12a and C12b are located within Flood Zone 3, however the nature of the Development means it is not vulnerable to flooding nor does it increase the risk of flooding elsewhere.	No effects.
	No features such as tanks or waste management facilities have been identified within C12a or C12b.	No effects.
	Implementation of the measures and principles detailed in the CoCP, CEMP, Watercourse Crossing Methodologies and Surface and Foul Water Drainage Plan ensure that any effects are reduced.	

Environmental Topic	Evaluation ⁴	Summary
Terrestrial ecology	<p>Scrub vegetation is present in the vicinity of both C12a and C12b which could provide nesting bird habitat. Where vegetation removal is required, this would be undertaken either outside of the breeding bird season or following a check by the ECoW to confirm that no birds are nesting within the vegetation in that area.</p> <p>An area of broadleaved semi-natural woodland is located within the southern boundary of C12b, however this will not be removed or directly affected by the works.</p> <p>Habitats within C12a and C12b have the potential to support grass snakes. Checks are undertaken by the ECoW prior to works commencing in the area to ensure grass snakes are not present; should grass snakes be identified in the area, these will be dealt with as per the process outlined in the EMP.</p> <p>Implementation of the measures and principles detailed in the CoCP, CEMP and EMP ensure that any effects are reduced.</p>	<p>No effects due to mitigation.</p> <p>No effects.</p> <p>No effects due to mitigation.</p>
Onshore cultural heritage	No notable anomalies were recorded during the 2019 geophysical survey, with the exception of disturbance from modern services.	No effects.

7 Conclusion

The aim of the Cable Route Amendments is to facilitate construction of the Dogger Bank Wind Farm, through optimising the Consented Cable Corridor. Considerable care has been taken in the design of the Cable Route Amendments to avoid unacceptable environmental and amenity effects.

The Cable Route Amendments are considered acceptable with regards to landscape and visual; ecology and biodiversity; cultural heritage; socio-economics; agricultural land use; geology, water resources and land quality; noise; air quality; access, transport and traffic; and tourism and recreation. The Cable Route Amendments are considered to comply with Development Plan policies which concern these environmental and amenity matters.

Taking into account all policies relevant to the Cable Route Amendments and material considerations, the Cable Route Amendments are in compliance with these, and it is respectfully submitted that planning permission should therefore be granted for each of the individual Cable Route Amendments.