# DOGGER BANK D
# WIND FARM

## WELCOME TO OUR STATUTORY CONSULTATION FOR DOGGER BANK D

**Dogger Bank D is a proposed fourth phase of the Dogger Bank Wind Farm, the world's largest offshore wind farm in construction. It is being developed by a 50 / 50 joint venture between SSE Renewables and Equinor, two of the world's leading companies in the development and operation of offshore wind energy.**

**With a capacity of up to 1.5 gigawatts (GW), Dogger Bank D can harness the power of offshore wind, a clean renewable energy source, to help the UK reach its energy security and net zero ambitions.**

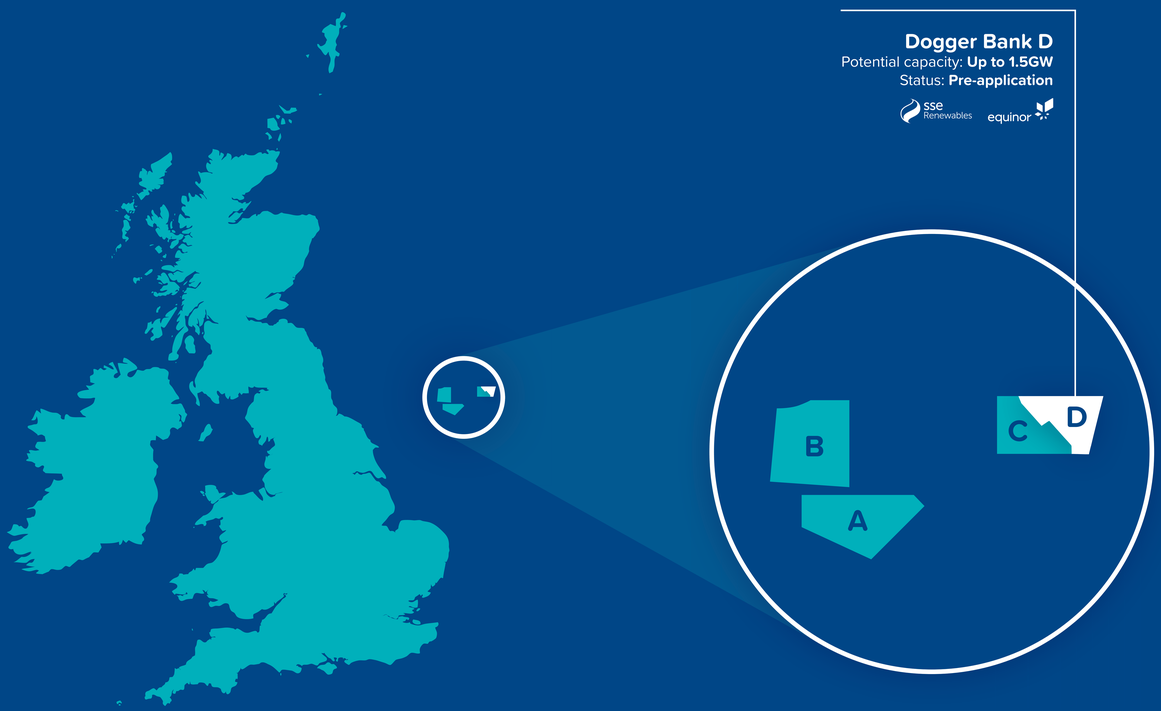
### Purpose of statutory consultation

Statutory consultation is a formal process required under the Planning Act 2008 for nationally significant infrastructure projects such as Dogger Bank D. It gives local communities, stakeholders, and statutory bodies a chance to provide feedback on the proposals before an application for a Development Consent Order (DCO) is submitted. As part of this process, we have published a Preliminary Environmental Information Report (PEIR), explaining the Project, its possible environmental effects, and ways to reduce them.

Stakeholders, including local residents, businesses, landowners, and environmental groups, are encouraged to get involved in the consultation process. They can do this by reading the PEIR and other consultation materials, which outline the proposals, potential mitigation measures, proposed enhancements, and project commitments.

**Consultation closes at 11:59pm on 5 August 2025. You can share your feedback using the form - available in print or online at www.doggerbankd.com - or by emailing us at contact@doggerbankd.com.**

## DOGGER BANK D



# DOGGER BANK D WIND FARM

## THE PLANNING APPLICATION PROCESS

**As Dogger Bank D is recognised as a strategic national asset for energy with an expected generating capacity greater than 100MW, it qualifies as a Nationally Significant Infrastructure Project (NSIP).**

We will apply for a DCO to obtain the necessary powers to deliver the Project. The application will be reviewed by the Planning Inspectorate, which manages the NSIP planning process, and the final approval will be granted by the Secretary of State for the Department for Energy Security and Net Zero.

The timeline highlights key project milestones and indicates when you will have the chance to comment on our proposals.

### Next steps

We will consider all the feedback that we receive at this stage of consultation, along with outputs from technical assessments, and environmental surveys to help us refine our proposals. Once our proposals are finalised, we plan to submit our DCO application to the Planning Inspectorate in 2026.

### We're listening – have your say

Dogger Bank D is in the pre-application stage and your feedback can help shape our proposals. Whether you have questions, concerns or ideas – we encourage you to get involved.

You can submit feedback today, online or by Freepost. This consultation period ends on 5 August, 2025.

**Pre-application stage**

**June to August 2024**
**Scoping**

**Winter 2024 to Summer 2025**
**Describe the baseline, identify and propose mitigation, where applicable assess effects**

**Summer 2025**
**Publish and consult on preliminary environmental information to support statutory consultation**

**Autumn 2025 to Spring 2026**
**Review consultation responses, refine design and prepare Development Consent Order application including Environmental Statement**

**Post-application, examination and construction stages**

**Summer 2026**
**Submit Development Consent Order application**

**Summer 2026 to Autumn 2027**
**Acceptance of application for examination, preparation for examination and examination process takes place**

**Winter 2028**
**Expected recommendation and decision on Development Consent Order application**

**2029**
**Likely start date of construction**

The timescales for the milestones above are indicative.

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## OFFSHORE PROPOSALS

**At sea, up to 113 turbines would be located at least 210 km from the Yorkshire coast, meaning they will not be visible from the shore. The turbines will be placed in an 'array area' which covers approximately 262 square kilometres.**

At this stage, flexibility is required for the project design, such as the final number of turbines, their layout in the array area and the exact route of the offshore export cables. Therefore, for the purposes of the PEIR, we have assessed a range of possibilities based on maximum design parameters and a realistic 'worst-case scenario'.

This approach, known as a 'Project Design Envelope' or 'Rochdale Envelope,' is standard practice for NSIPs. It allows for necessary design flexibility whilst ensuring that the worst-case of potential environmental effects are properly assessed.

- **Up to 113 wind turbines**
- **Up to two offshore platforms**
- **Offshore cables linking the turbines to the offshore platform (known as inter-array cables)**
- **Offshore export cables transmitting electricity from the offshore platform to landfall**


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# DOGGER BANK D WIND FARM

## PRELIMINARY ASSESSMENT OF OFFSHORE IMPACTS

**We have conducted a range of offshore studies and surveys as part of the Environmental Impact Assessment process and have engaged with relevant statutory bodies such as Natural England and the Marine Management Organisation to inform our assessments.**

**These boards provide a high-level summary of some of the key environmental topics that are relevant to the offshore elements of the Project. It outlines potential effects from construction, operation and maintenance, and decommissioning and sets out proposed commitments to avoid, minimise, or mitigate impacts.**

**Further details are in the statutory consultation brochure, the Non-Technical Summary document of the PEIR and the PEIR (available at www.doggerbankd.com).**

### Fish and Shellfish Ecology

Our assessment identified commercially important fish such as haddock, whiting, plaice, herring, and sandeel, and potential spawning and nursery grounds for herring and sandeel.

Impacts considered include temporary habitat loss and physical disturbance to the seabed, increased levels of suspended sediment and its settling, potential release of previously buried contaminants in the offshore cable corridor, underwater noise and vibration, and changes in fishing activity due to the Project.

To protect fish and shellfish, the Project will: minimise the use of cable protection; use trenchless installation methods at landfall to help avoid sensitive habitats of importance to spawning herring (Commitment ID CO23); follow a Project Environmental Management Plan to prevent pollution (Commitment ID CO25); and apply a Marine Mammal Mitigation Protocol (MMMP) which will manage noise impacts on sound-sensitive species (Commitment ID CO22).

### Offshore and Intertidal Ornithology

We carried out two years of site-specific aerial surveys over offshore areas to identify key seabird species, including puffin, guillemot, gannet, kittiwake, and several types of gull and diver.

The assessment considered potential direct impacts such as collision with the turbines and the potential for birds to be disturbed or displaced. It also considered indirect effects, such as changes to habitats or prey availability. To reduce impacts, the Project includes careful route planning to avoid areas protected for birds, height limits for turbine blades (Commitment ID CO13), and a best-practice Vessel Traffic Management Plan (Commitment ID CO18).

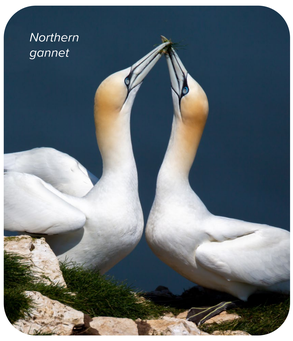
There is still a risk that, when considered cumulatively with other developments, there could be significant impacts to some species and increase the risk of collisions for gannet and kittiwake. These potential impacts will be investigated in more detail with ongoing input from Natural England and other stakeholders.

### Marine Mammals

Two years of site-specific aerial surveys in addition to data from other offshore wind farms and other available information for the region identified the presence of harbour porpoise, bottlenose dolphin, common dolphin, white beaked dolphin, minke whale, grey seal and harbour seal.

Impacts assessed include physical or auditory injury from noise, barrier disturbance at seal haul-out sites, collision risks from vessels, and changes to prey resources and water quality.

Mitigation measures include the development and implementation of a MMMP to reduce impacts from piling and, if necessary, unexploded ordnance clearance (Commitment ID CO22). Additionally, a Vessel Traffic Management Plan will be put in place to minimise disturbance and the risk of collisions between marine mammals and vessels (Commitment ID CO18).


*Northern gannet*


*Grey seals*

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## PRELIMINARY ASSESSMENT OF OFFSHORE IMPACTS

### Commercial Fisheries

The main species caught and landed in the study area include lobsters, brown crabs, king scallops, herring, and plaice, using a variety of fishing methods such as pots, dredges, and trawls.

The assessment considered the potential impacts of reducing or restricting access to established fishing grounds, displacing fishing activity to other areas and increasing pressure on nearby grounds, and causing economic effects, particularly for the UK potting fleet, which may need to relocate gear and could experience income loss.

To help manage these effects, a Fisheries Liaison Officer will be appointed during construction and a Fisheries Liaison and Coexistence Plan will be developed to work with affected fishing fleets (Commitment ID CO15).

In addition, offshore export cables will be buried where possible, with cable protection used only where needed to reduce the risk of gear snagging (Commitment ID CO24). Additional safety measures, such as marking and lighting of offshore infrastructure, and clear communication, will help minimise risks to other sea users (Commitment ID CO9).

### Offshore Archaeology and Cultural Heritage

Marine geophysical surveys conducted in 2024 and desk-based research, identified the presence of unexploded ordnance, wrecks, and debris of archaeological interest. The area includes various historical sites, such as ancient, maritime, and aviation-related sites, some of which may be buried under the seabed. However, no sites in the offshore area are legally protected.

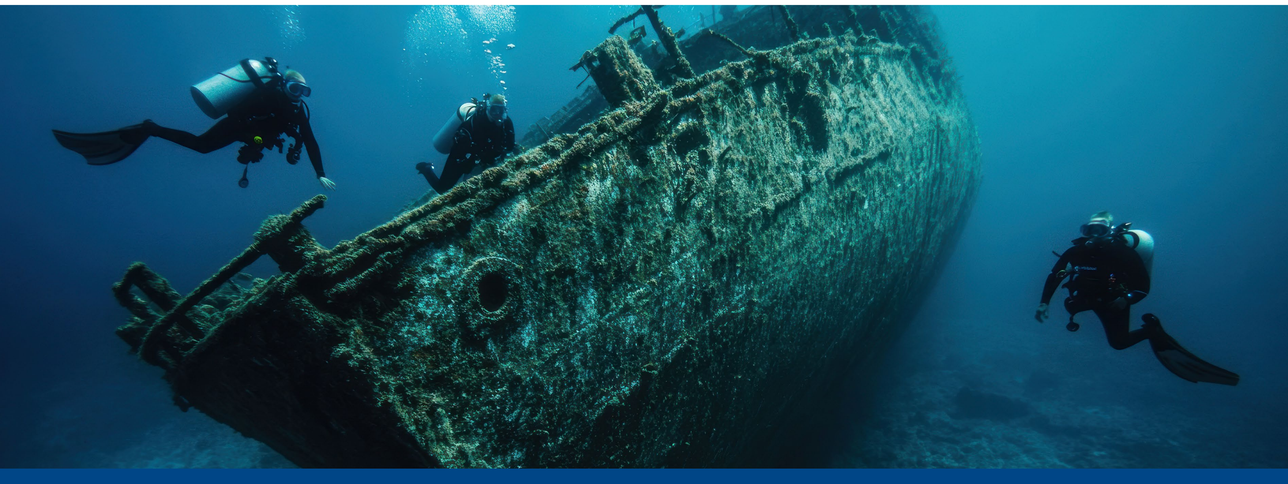
Potential effects from the Project's activities, such as preparing the seabed, installing turbine foundations, and laying cables, and cable installation at the landfall, could disturb or damage underwater heritage sites. Changes in water and sediment movement may also affect buried historical sites, either exposing or burying them further.

Mitigation measures will include the use of archaeological exclusion zones (Commitment ID CO6), analysis of pre-construction survey data, and micro-siting where necessary to avoid sensitive areas (Commitment ID CO26). A Protocol for Archaeological Discoveries will be put in place to manage any unexpected finds during works (Commitment ID CO1).

The approach to implementing mitigation measures will be set out in an Offshore Written Scheme of Investigation, with an outline to be submitted alongside the DCO application (Commitment ID CO1).

### Other offshore topics that have been assessed are:

- Marine Physical Processes
- Benthic and Intertidal Ecology
- Marine Water and Sediment Quality
- Shipping and Navigation
- Aviation, Radar and Military
- Other Marine Users



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## ONSHORE PROPOSALS

Cables and other infrastructure are required to transmit the electricity generated at sea to the National Grid substation at Birkhill Wood in East Riding of Yorkshire. Cables will be installed underground for their entire length within a cable corridor up to 55km in length.

The offshore export cables will reach the shore at a point on the East Yorkshire coast south-east of Skipsea, called the landfall. At the landfall, they will be joined to the onshore export cables which will run to an Onshore Converter Station and onto Birkhill Wood Substation. Note that this substation is being developed by National Grid Electricity Transmission and is not included in the Project.

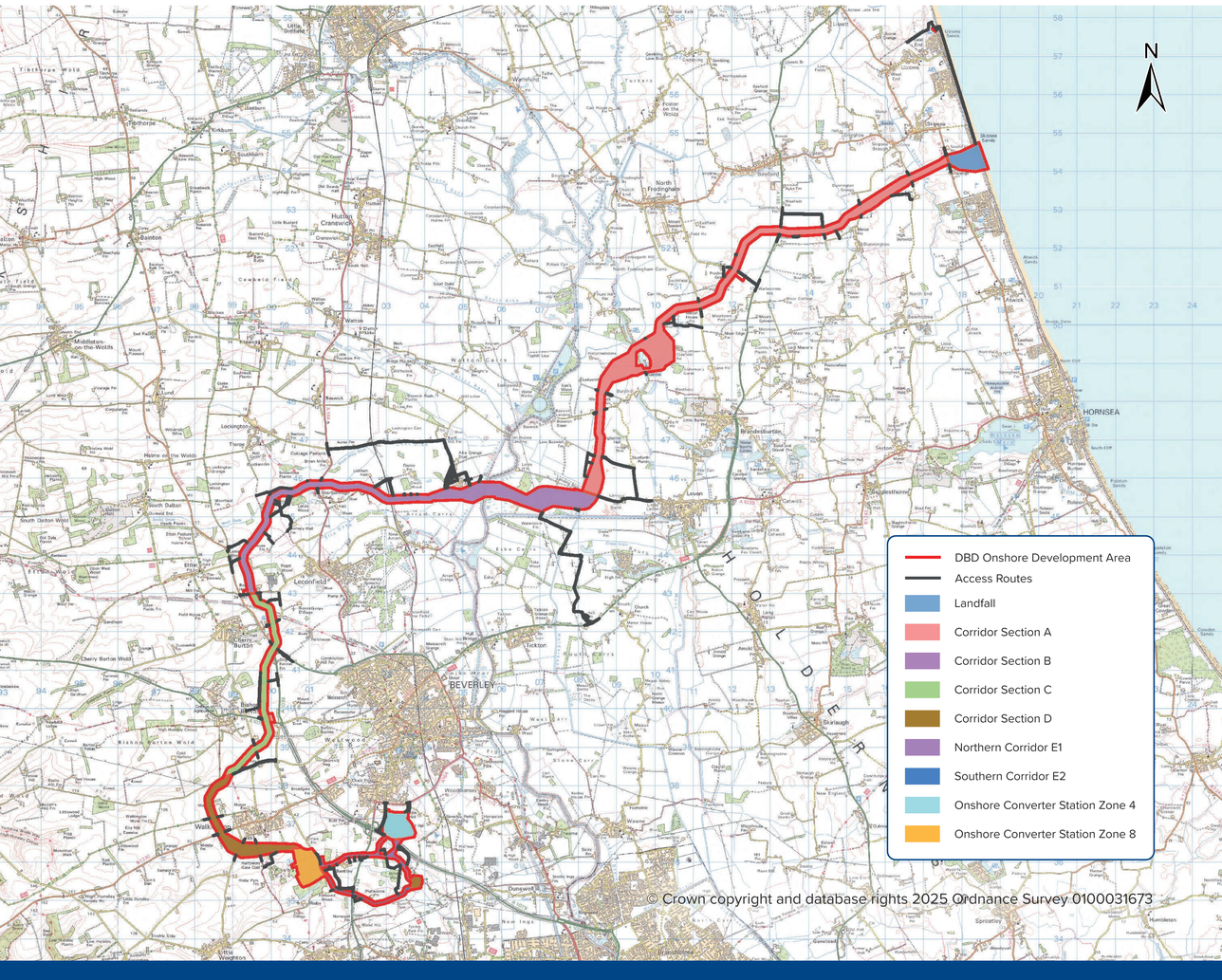
Refer to the statutory consultation brochure for details of the landfall and corridor sections.

### Onshore Converter Station and Energy Storage and Balancing Infrastructure

A converter station is needed to convert electricity from the High Voltage Direct Current (HVDC) carried by the onshore export cables into Alternating Current which is required to connect into the National Grid system. HVDC electricity is more efficient for transmission of electricity over long distances, but it can't be used without conversion in our laptops, kettles and televisions.

To use the electricity generated by Dogger Bank D in the best possible way we are exploring ways to store excess energy during periods when the wind farm is generating a surplus of electricity (e.g. when it is very windy or when demand for electricity is low) in order to support the grid during times of peak demand. We are proposing to locate Energy Storage and Balancing Infrastructure (ESBI) on the same site (zone) as the Onshore Converter Station.

Two zones remain under consideration and are presented at this statutory consultation.

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## ONSHORE CONVERTER STATION ZONE 4

Zone 4 is located adjacent to the urban southern edge of Beverley, bordered by the A164 to the north and west and the A1079 to the south. The landscape is largely flat or gently undulating, made up of large-scale fields edged by hedgerows and occasional trees.

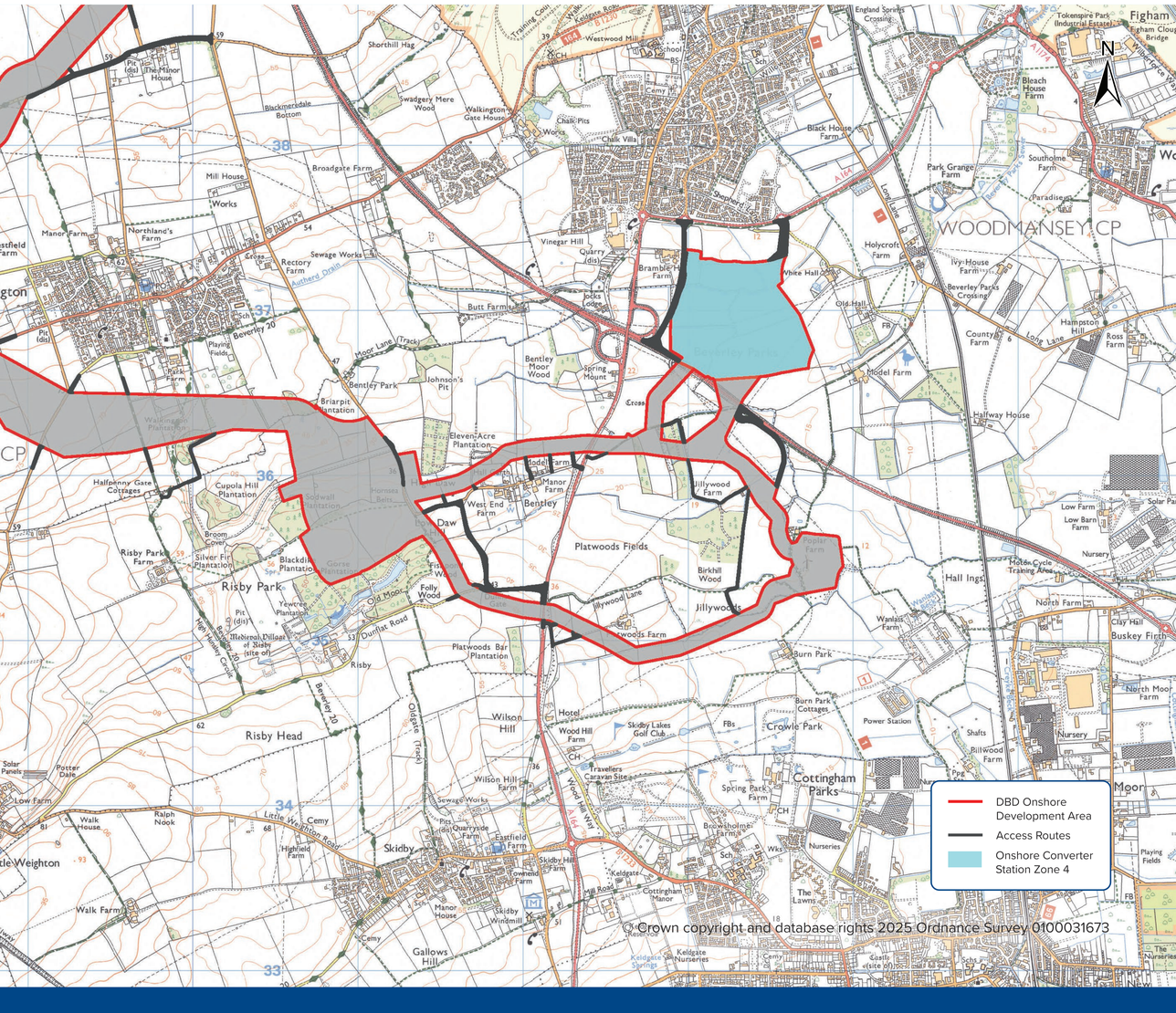
The site is influenced by the presence of existing energy infrastructure, including overhead power lines, the Dogger Bank A and B converter stations, and several individual wind turbines. This area is also part of a wider energy corridor, with growing demand for infrastructure such as solar farms, battery energy storage systems, and connections related to other grid projects.

Nearby heritage features include woodland around Low Hall and Old Hall Farm, listed buildings at Woodmansey Old Hall and White Hall, and the Beverley Parks Nature Reserve located to the northeast.

Beverley Minster is visible from certain locations, such as Shepherds Lane and the A1079, though often only in glimpses through gaps in the landscape and there is therefore potential for impacts on the heritage setting of Beverley Minster. Homes in Beverley could also experience some landscape and visual impacts.

The site contains drainage ditches and partially overlaps with Flood Zones 2 and 3, as well as areas at high risk of surface water flooding. The land is currently used for arable farming and no impacts are expected on designated ecological sites. Development within the zone must also account for high-voltage overhead lines and the national high-pressure gas pipeline, requiring careful micro-siting to avoid these constraints.

Rowley Bridleway No. 13 and Woodmansey Bridleway No. 30 may be affected by the northern corridor section leading into or out of Zone 4. Woodmansey Bridleways No. 31, 32, 33, and 34 also lie along potential access routes and may be affected.



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## ONSHORE CONVERTER STATION ZONE 8

Zone 8 lies southeast of Walkington and is bordered by Coppleflat Road and surrounding Grade 2 agricultural land. The site sits between a valley to the north and higher ground to the south, offering potential to lower infrastructure into the landscape to help reduce its visibility.

The area features small, irregular fields, with woodland blocks and plantations linked by hedgerows. To the south is the historic Risby Hall Registered Park and Garden, which forms part of the former deer park setting and Risby Park Fishing Ponds.

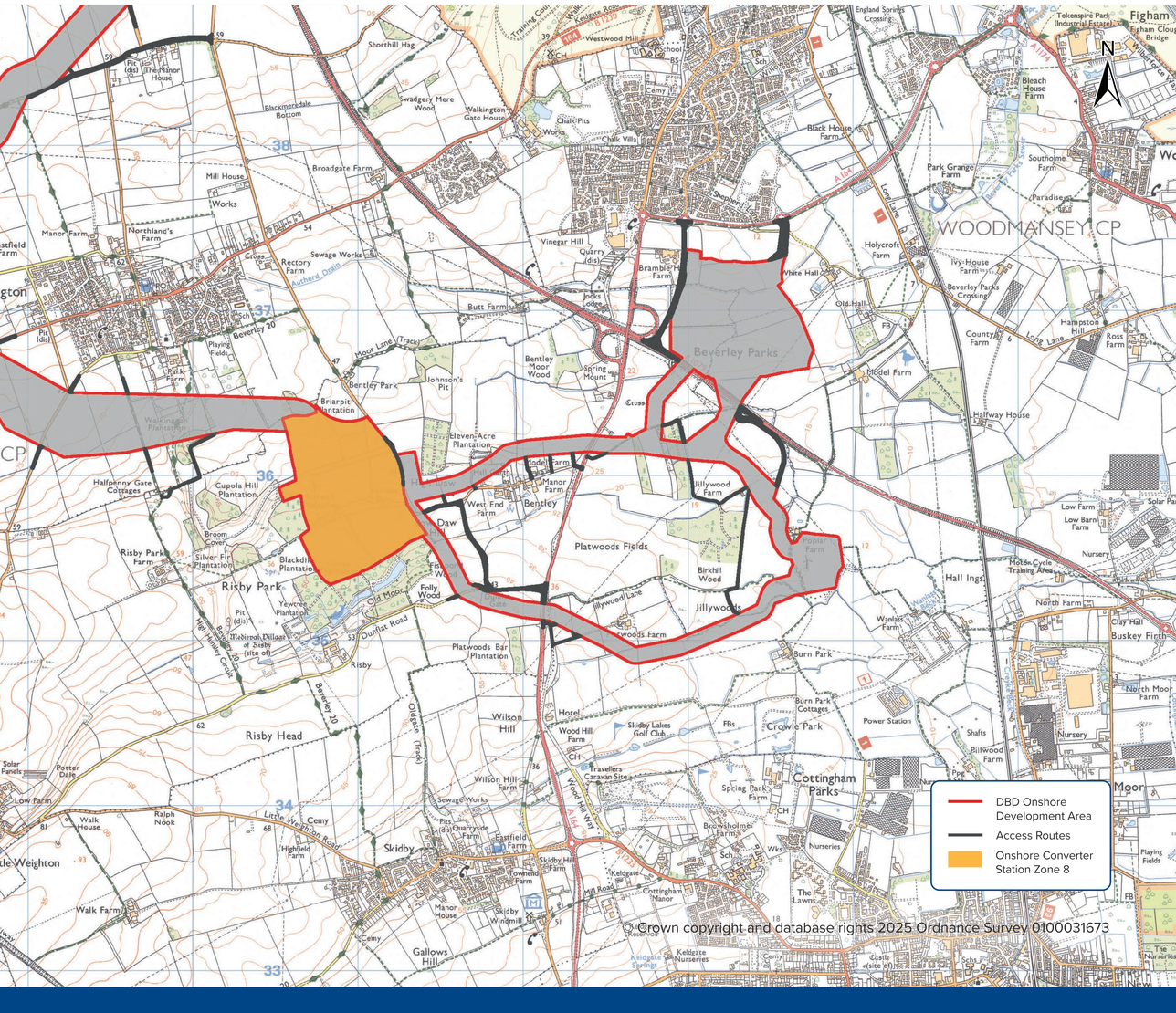
Two converter stations proposed as part of the Dogger Bank South project, currently under development, would be located to the northeast of Zone 8, and a high-pressure gas main runs through the site. However, because there are fewer other utilities in the area, there are generally fewer restrictions when deciding where to place infrastructure.

There is potential for direct views from designated heritage assets, as well as landscape and visual impacts due to the site's location within the Yorkshire Wolds Important Landscape Area and its proximity to homes in Bentley and Walkington.

The site is located within Flood Zone 1 and partially overlaps with areas at high risk of surface water flooding. The site also overlaps with a Mineral Safeguarding Area and areas under Environmental Land Management Schemes.

Rowley Footpath No.9, which runs through the area, may need to be permanently rerouted. Any changes will ensure the path remains accessible to everyone, and we will consult with relevant stakeholders as part of this process. Details will be set out in a Public Rights of Way Management Plan with an outline submitted as part of the DCO application.

Rowley Footpath No.8 runs alongside the southwest corner of Zone 8 and may be affected by the southern corridor section and potential access routes.

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## PRELIMINARY ASSESSMENT OF ONSHORE IMPACTS

**These boards provide a high-level summary of some of the key environmental topics that are relevant to the onshore elements of the Project.**

**Further details are in the statutory consultation brochure, the Non-Technical Summary document of the PEIR and the PEIR (available at www.doggerbankd.com).**

### Traffic and Transport

The Study Area focuses on routes for construction, operation and maintenance, and decommissioning, with an emphasis on expected construction traffic volumes and routes. Information from desk studies and traffic counts, along with estimates of materials and workforce numbers, was used to predict vehicle trips. These trips were mapped onto local roads to assess potential impacts on traffic levels.

The assessment identified potential impacts including increased traffic during construction, which could cause delays, road safety risks, disruptions to local communities, and the effects of offshore-related traffic. Delays could be due to road capacity issues, narrow roads, or temporary closures.

The Project has identified measures to reduce traffic impacts, such as using a construction haul road within the onshore export cable corridor to limit heavy vehicle traffic on local roads (Commitment ID CO75), and using trenchless techniques to cross beneath main roads, minimising the need for road closures (Commitment ID CO77).

An Outline CTMP sets out measures to manage and monitor traffic during construction. It covers the design of access points, necessary offsite roadworks, and how traffic movements will be controlled. A full traffic and transport strategy, including heavy vehicle movement controls and enforcement, will be detailed in the Outline CTMP, which will be submitted with the DCO application (CommitmentID CO73).

### Noise and Vibration

Maps and satellite images were used to identify areas sensitive to noise or vibration, followed by a sound survey to measure current noise levels in those areas. This work was coordinated with the DBS (Dogger Bank South) Offshore Wind Farms project, with relevant data shared between both projects.

Potential effects include noise and vibration impacts caused by construction activities from construction vehicles utilising the road network and noise impacts from the operation and maintenance of the Onshore Converter Station and ESBI. Once the site for the Onshore Converter Station and ESBI is chosen, detailed noise assessments will be undertaken.

To reduce noise and vibration during construction, the Outline CoCP includes measures such as installing noise barriers and scheduling noisy activities at times to avoid sensitive periods where possible. A Construction Noise and Vibration Management Plan will be developed to ensure noise and vibration are controlled to appropriate levels throughout the Project (Commitment ID CO70).

The site layout will be designed to screen noise between the site and nearby sensitive areas where possible. Operational noise from the Onshore Converter Station and ESBI will be controlled by implementing a noise limit at sensitive receptors such as nearby homes and workplaces (Commitment ID CO71).

Most construction will happen during the day, but some night-time work may be required for trenchless crossings. This could cause noticeable disturbance in more sensitive areas.

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# PRELIMINARY ASSESSMENT OF ONSHORE IMPACTS

## Landscape and Visual Impact Assessment

The landscape and visual impact Study Area lies within several nationally recognised landscape types, known as National Character Areas (NCAs).

Most of the Study Area is rural, with low, gently rolling land, and falls within the Holderness landscape type (NCA 40). The south-west part of the Study Area lies in the Yorkshire Wolds (NCA 27), which features higher ground with smooth, rolling hills. A small part in the south-east sits within the Humber Estuary area (NCA 41) which includes the Humber.

There are no protected landscapes such as National Parks within the Study Area. However, the southern part lies on the edge of the Yorkshire Wolds Important Landscape Area.

The assessment examined potential changes to the landscape, including physical elements, overall character, designations, and visual amenity. It also considered how the Project might affect local views and how it could interact with other nearby developments, identifying cumulative impacts from other relevant projects.

Mitigation measures incorporated within the Project design include burying all onshore export cables underground for the entire length of the cable corridor (Commitment ID CO60) and reinstating land temporarily disturbed during construction to preexisting conditions as far as reasonably practicable once work in each area is completed (Commitment ID CO100). The Outline CoCP includes measures to minimise the visibility of construction activities, such as managing soil storage, reducing site lighting, and restoring temporarily disturbed areas. These actions will help reduce visual disruption and preserve the surrounding landscape character.

The Onshore Converter Station and ESBI are likely to have noticeable effects on the local landscape, no matter their final location. An Outline Landscape Management Plan will be included at ES stage (Commitment ID CO65). It will set out how landscape elements affected by construction will be replanted and measures to help screen the infrastructure into the existing landscape.

A Design Vision is also being developed to set out clear design principles for the Project. This will be updated as the design progresses. The Project is also engaging with an independent Design Panel and will use their feedback to help shape the Design Vision.

## Onshore Ecology and Ornithology

Studies have identified that there are 53 designated ecological sites within 2km of the Onshore Development Area, this includes 44 Local Wildlife Sites, two Yorkshire Wildlife Trust Reserves, one Local Nature Reserve, five SSSIs and one Special Protection Area (offshore). The habitats are largely agricultural, with fields of crops, hedgerows, modified grassland and areas of woodland found throughout.

Preliminary surveys also identified 10 Priority habitats and have recorded suitable habitats for protected and notable species, including great crested newts, badgers, bats, otters and birds. The Project could lead to temporary or long-term loss of habitats as well as disturbance to nearby ecological sites. Construction may cause noise, light, and other disruption, potentially harming protected species or spreading invasive non-native plants and animals.

To protect relevant species and habitats, the Project will follow best practice by implementing an Ecological Management Plan (EcoMP) and a Landscape Management Plan (LMP), which will include restoring and enhancing habitats, replanting trees, fencing sensitive areas, and carrying out surveys (Commitment IDs CO81 and CO65). Wildlife protections are set out in the Outline CoCP, and an Arboricultural Method Statement will set out how to minimise impacts on trees (Commitment ID CO109).

## Other onshore topics that have been assessed are:

- Geology and Ground Conditions
- Air Quality and Dust
- Archaeology and Cultural Heritage
- Water Resources and Flood Risk
- Soils and Land Use

*Golden plover*

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## PRELIMINARY ASSESSMENT OF PROJECT-WIDE IMPACTS

**This board provides a high-level summary of key environmental topics relevant to both the onshore and offshore elements of the Project. Please note that Major Accidents and Disasters is another project-wide topic that has been assessed and can be found in the statutory consultation brochure and the PEIR.**

### Climate Change

The Climate Change assessment looked at two main areas: the Project's potential greenhouse gas emissions and its ability to reduce emissions by generating clean energy instead of relying on fossil fuels, as well as how climate change might impact the Project and its resilience.

Although the Project will produce some emissions during construction, operation and maintenance, and decommissioning - mainly from machinery and transport - the clean energy it generates will far outweigh these emissions. The ESBI will help reduce emissions by storing clean electricity and supplying it to the grid when needed, while a Carbon Management Plan will be developed to minimise emissions at every stage of the Project (Commitment ID CO98).

Depending on how energy would otherwise be generated, the Project could avoid up to 102 million tonnes of carbon emissions.

This Project is expected to significantly contribute to the UK's net zero goals by reducing greenhouse gas emissions.

The Project will be designed to remain resilient to future climate conditions, with key measures to manage risks from extreme weather included in construction and environmental management plans.

### Socio-Economics, Tourism and Recreation

We carried out a desk-based review to assess how the Project could affect local communities and the economy at local, regional, and national levels. The assessment also looked closely at specific areas likely to be affected by tourism and recreation, including the local electoral wards of Beverley Rural, Dale, East Wolds and Coastal, Minster and Woodmansey, North Holderness, and St Mary's.

The Project is expected to bring positive economic benefits, particularly during construction, through local job creation and supply chain opportunities. An ESP will be developed to maximise these benefits, support training, and opportunities for UK workers and suppliers (Commitment ID CO67).

Potential negative impacts include pressure on local infrastructure and services, disruption to tourism and recreational activities, and impacts on community services. These effects are expected to be managed through measures such as the PRoW Management Plan and the CTMP, which will help reduce disruption to access, tourism, and recreation throughout the Project's construction and operation and maintenance phases.

### Human Health

We reviewed existing health data to understand the current health of communities near the Project. The assessment looked at how the Project might affect health and well-being through changes in factors such as access to open spaces, air quality, noise, transport, job opportunities, and people's perception of risk.

Potential effects on human health during construction were examined from social, economic, and environmental perspectives. Social impacts include changes to open spaces, leisure, and transport access. Economic impacts relate to opportunities for education, training, and employment, both onshore and offshore. Environmental considerations include potential changes in air and water quality, noise and vibration from construction, climate change impacts, and concerns about electromagnetic fields.

Several mitigation measures are built into the Project to manage potential health impacts. These include a protocol on workforce access to health and social services (Commitment ID CO68), an Electromagnetic Field Compliance Statement to demonstrate that the Project meets public health standards for EMF emissions, and a Battery Safety Management Plan to assess and address risks at the ESBI (Commitment ID CO79).

An Employment and Skills Plan (ESP) will be developed to maximise local economic benefits by supporting opportunities for UK workers and suppliers, with a focus on vulnerable groups (Commitment ID CO67).

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## COMMITMENTS REGISTER

**We have produced a Commitments Register which lists all mitigation, enhancement, and monitoring measures (referred to as "commitments") identified during design development, stakeholder engagement, and the EIA process.**

**We encourage comments on our proposed commitments and ideas for mitigation and opportunities to enhance local wildlife habitats. Recommendations we adopt will be added to the final Commitments Register and submitted with the DCO application.**

## HAVE YOUR SAY

**Stakeholders, including local residents, businesses, landowners, and environmental groups, are encouraged to get involved in the consultation process. They can do this by reading the PEIR and other consultation materials, which outline the proposals, potential mitigation measures, proposed enhancements, and project commitments.**

### Share your views

Completing an online questionnaire at:
**www.doggerbankd.com**

Submitting your comments by email to:
**contact@doggerbankd.com**

Submitting your questionnaire or comments by post (no stamp required) to:
**FREEPOST DOGGER BANK D**

**Your views are important, and we welcome your feedback. Please respond by 11:59pm on Tuesday 5 August 2025.**

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## PROUD TO POWER COMMUNITIES

### Our vision for a Dogger Bank D community investment package

**Place-based funder** – we'll focus on the areas near our development sites and work with the community to listen and understand the local needs.

**Community decisions** – we believe that local people know their community best so funding decisions for local funds will be made by community representatives. We're committed to making the process inclusive and representative of the whole community.

**Flexible funding and lasting legacy** – we know that the environment around projects can change and being able to respond quickly means we can continue to meet the needs of the community over the lifetime of a project.

**Social impact** – we commit to using proportionate and meaningful measures to report on our impact against the UN Sustainable Development Goals and on our sustainability commitments.

SSE Renewables reports on every project which receives a grant from its community funds. In 2023/24 our community funds in Great Britain delivered over **£9.1 million** in grants to community projects, helping over 590 not-for-profit organisations realise their ambitions.

Find out more at **www.sserenewables.com/communities** or scan the QR code.

### Industry leading practice

SSE Renewables, one of the parent companies behind Dogger Bank D, is committed to putting local people at the heart of its community investment. This approach is already making a difference through the wider Dogger Bank Wind Farm, which is delivering one of the UK's largest community investment programmes in offshore wind.

**Since 2020:**

- A £1 million fund invested during the construction phase has supported 36,000 young people across 204 schools, awarded 62 university scholarships and provided 87 grants to local community groups.

**Looking ahead:**

- £25 million will be invested over the 35-year operational lifespan of the Dogger Bank Wind Farm to continue supporting local communities.
- Dogger Bank D will build on this legacy with a community investment package shaped by local voices.


*Encouraging wildlife education through the donation of camera nest boxes to local primary schools*

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