



Hornsea Project Four: Consultation Report

PINS Document Reference: B1.1.27
APFP Regulation: s37(3)&(7) PA 2008

Volume B1, Annex 1.27: Targeted Statutory Consultation under Section 42 of the Planning Act 2008

Prepared Counter Context, September 2021
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B1.1.27
Version A

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S42 Consultation Notification

Dear Sir/ Madam,

Hornsea Project Four Offshore Wind Farm– Adoption of an alternative Export Cable Corridor (ECC) route option at Lockington Carr Cross, Minor Onshore Route Amendments and additional Operational Access Rights

13 February 2020

Targeted Statutory Consultation under Section 42 of the Planning Act 2008

Your ref. Hornsea Four S42(1)
Our ref. S42(1)

We are writing to you as you have been identified as a consultee for the purposes of section 42(1) of the Planning Act 2008 in respect of the Hornsea Project Four Offshore Wind Farm (Hornsea Four). The statutory consultation commences on Monday 17th February 2020 and closes on **Wednesday 18th March 2020**. Please see below for more information on how to view and comment on our proposed application.

Hornsea Four is located approximately 65 km east of Flamborough Head in the southern North Sea. The electricity generated from Hornsea Four will be transmitted via subsea electricity cables to the East Riding of Yorkshire coastline. From the East Riding of Yorkshire coast, underground onshore cables will connect the offshore wind farm to an onshore high voltage direct current (HVDC) converter station or a high voltage alternating current (HVAC) substation, which in turn, will connect to the existing Creyke Beck National Grid substation, located to the north of Cottingham.

This Targeted Statutory Consultation under section 42(1) of the Act, covering an alternative ECC route option, a number of minor onshore route amendments and operational access rights, is further to two rounds of consultation undertaken in accordance with the Planning Act 2008, the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 between 10 October and 21 November 2018 (Scoping Report) and between 13 August and 23 September 2019 (Preliminary Environmental Information Report (PEIR)). The Statutory Consultation on the PEIR encompassed an approximate 1.5-kilometre-wide offshore export cable corridor (ECC) search area as well as an 80-metre wide onshore ECC. This Targeted Statutory Consultation proposes relates to refinements to the design of the onshore ECC that have been identified following consideration of responses to the Statutory Consultation and ongoing design development.

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Our ref. S42

In considering responses to the Statutory Consultation, Hornsea Four has identified one location where works are now proposed beyond the area previously consulted on (see Proposed Change 1) and a further 36 minor amendments to the onshore ECC route, logistic compounds and temporary accesses (see Proposed Change 2). These proposed changes are shown on the attached plans and a short description of the proposed changes is provided below. Supporting environmental information is provided in the accompanying report (**S42 Consultation: Supporting information**).

This Targeted Consultation also seeks comments on the inclusion of a number of access routes to the onshore ECC in order to carry out operational maintenance activities. These proposed access routes are either located outside of the area previously consulted on or relate to access routes previously described as being for construction purposes only (See Proposed Change 3)

The three proposed changes are set out in the proceeding sections.

Proposed Change 1

In response to comments received during the Statutory Consultation and subsequent discussions with landowners and occupiers, Hornsea Four is seeking comments on an alternative cable corridor routing option (Option B) at Lockington Carr Cross which is located to the north and west of the proposed cable corridor shown in the Statutory Consultation on the PEIR at this location (Option A). The alternative cable corridor routing option (Option B) is 1,385 m long and 80m wide. The construction would be as per Option A. Please note that Hornsea Four continues to consider both Option A and Option B in this location.

See **Map 1: S42 minor changes Overview Map** and **Map 2: S42 minor change Detail Map Book** (**NOTE:** Change 1 is ID ECC.1.20).

Proposed Change 2

In response to comments received during the Statutory Consultation and ongoing design development, Hornsea Four is proposing 36 minor amendments to the onshore ECC shown at PEIR. These comprise:

- 14 amendments to the onshore ECC route
- 6 amendments to the logistic compounds
- 16 amendments to temporary access tracks

See **Map 1: S42 minor changes Overview Map** and **Map 2: S42 minor change Detail Map Book**.

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Proposed Change 3

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Hornsea Four will need to carry out routine maintenance activities to the onshore cables and link boxes and in a number of locations access will be required across land outside of the ECC in order to gain access to the ECC. Hornsea Four will be seeking to put in place voluntary access agreements with affected landowners. However, Hornsea Four will also be applying compulsory acquisition powers for access in case agreement cannot be reached.

In this Targeted Consultation Hornsea Four is requesting comments on the proposed use of 27 new operational accesses (including 9 accesses which were previously identified as only temporary construction accesses in the Statutory Consultation on the PEIR (see Inside Temporary Access ID on **Map 3**) and 18 new operational accesses using existing farm accesses (see Outside Temporary Access ID on **Map 3**) to gain access to the link boxes and cables during the operational phase for maintenance purposes.

It should be noted that Hornsea Four will remove and reinstate all temporary construction accesses as previously proposed in the PEIR. However, where Hornsea Four is proposing to use an existing private track or public right of way, Hornsea Four will be seeking powers to maintain the track or right of way to ensure that the access is useable.

Should the applicant progress with Option A there would be 24 accesses in total taken forward to construction and operation, comprising 9 accesses previously identified as temporary construction accesses and 15 new operational accesses.

Should the applicant progress with Option B would result in 25 accesses in total taken forward to construction and operation, comprising 9 accesses previously identified as temporary construction accesses and 16 new operational accesses.

See **Map 3**: Overview of operational accesses

This Targeted Statutory Consultation is provided to prescribed consultees and those who have an interest in the land and/or are potentially affected by any works detailed above. If you provided a response to the Statutory Consultation on the PEIR, please be assured that these responses are being considered by Hornsea Four.

THE DEVELOPMENT CONSENT ORDER APPLICATION

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As the proposed generating capacity of Hornsea Four exceeds 100 megawatts (MW) it is classified as a Nationally Significant Infrastructure Project as defined by Section 15(3) of the Planning Act 2008 (as amended) (the Act), for which Orsted must apply for a Development Consent Order (DCO). If the DCO application is accepted, the Planning Inspectorate will then process and examine the application and then make a recommendation to the Secretary of State for Business, Energy and Industrial Strategy. The final decision on the DCO application will be made by the Secretary of State.

Our ref. S42

The DCO application will contain full details of Hornsea Four and will be accompanied by an Environmental Statement prepared under Section 37(3) of the Act and in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the Regulations).

The proposed DCO will include powers for Orsted to construct, operate, maintain and decommission Hornsea Four, including Deemed Marine Licence(s). The proposed DCO will also seek the compulsory acquisition of land and rights over land, including the power to take temporary possession of land to construct and maintain Hornsea Four.

Hornsea Four is currently in the pre-application phase, with a DCO application expected to be submitted in September 2020. Under the Act, Orsted is required to carry out consultation on the proposed DCO application before submission and will have regard to the responses received in the final design of Hornsea Four, and in the assessment and mitigation of its environmental impacts. A Consultation Report explaining how Orsted has had regard to responses will be submitted as part of the DCO application.

PLEASE FIND ENCLOSED

- Hard copy of the Targeted Statutory Consultation Plan (Please see **Map 1, Map 2** and **Map 3**)
- S42 Consultation Supporting Information and accompanying **Annex 1**

FURTHER INFORMATION

Hard copy and USB copies of all documents, plans and maps showing the nature and location of Hornsea Four, including the PEIR (with a non-technical summary) for Hornsea Four, can be accessed free of charge during the Consultation from 17th February 2020 until **16th March 2020** at:

- Beverley Reference Library in Beverley Treasure House
Champney Road, Beverley, HU17 8HE

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- Bridlington Customer Service Centre
Bridlington Town Hall, Quay Road, Bridlington, YO16 4LP

Our ref: S42

Further information regarding Hornsea Four (including the consultation information referred to above) can be found on the Hornsea Four website: <https://hornseaprojects.co.uk/en/Hornsea-Project-Four>

RESPONDING TO THIS CONSULTATION

Orsted welcomes your comments on Hornsea Project Four and the Targeted Consultation. Any responses to, or other representations in respect of, Hornsea Four and/or the Targeted Consultation should be sent to Orsted:

- By email to: hornseaprojectfour@orsted.co.uk or;
- By post to:
Hornsea Project Four Offshore Wind Farm
Orsted, 5 Howick Place, London, SW1P 1WG

Orsted requests that any response or representation is;

- received by Orsted no later than **16th March**;
- be made in writing (email/letter);
- state the grounds of the response or representation;
- indicate who is making the response or representation; and
- provide an address to which any correspondence relating to the response or representation may be sent.

Please note that responses and other representations will be recorded in the Consultation Report and may be made public.

Guidance on the pre-application process and the Act can be found on the Planning Inspectorate's website: <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/>

NEXT STEPS

As mentioned above, consultation under section 42 of the Planning Act 2008 is a formal part of the pre-application process for a DCO. Hornsea Four will have regard to comments received during the consultation period and a Consultation Report explaining how Hornsea Four has had regard to responses will be submitted as part of the DCO application.

If you have any questions regarding the process or content of this consultation, please do not hesitate to get in touch.

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Orsted

Our ref. 542

Yours faithfully



Julian Carolan
Consent Project Manager
Hornsea Project Four Offshore Wind Farm

Freephone:

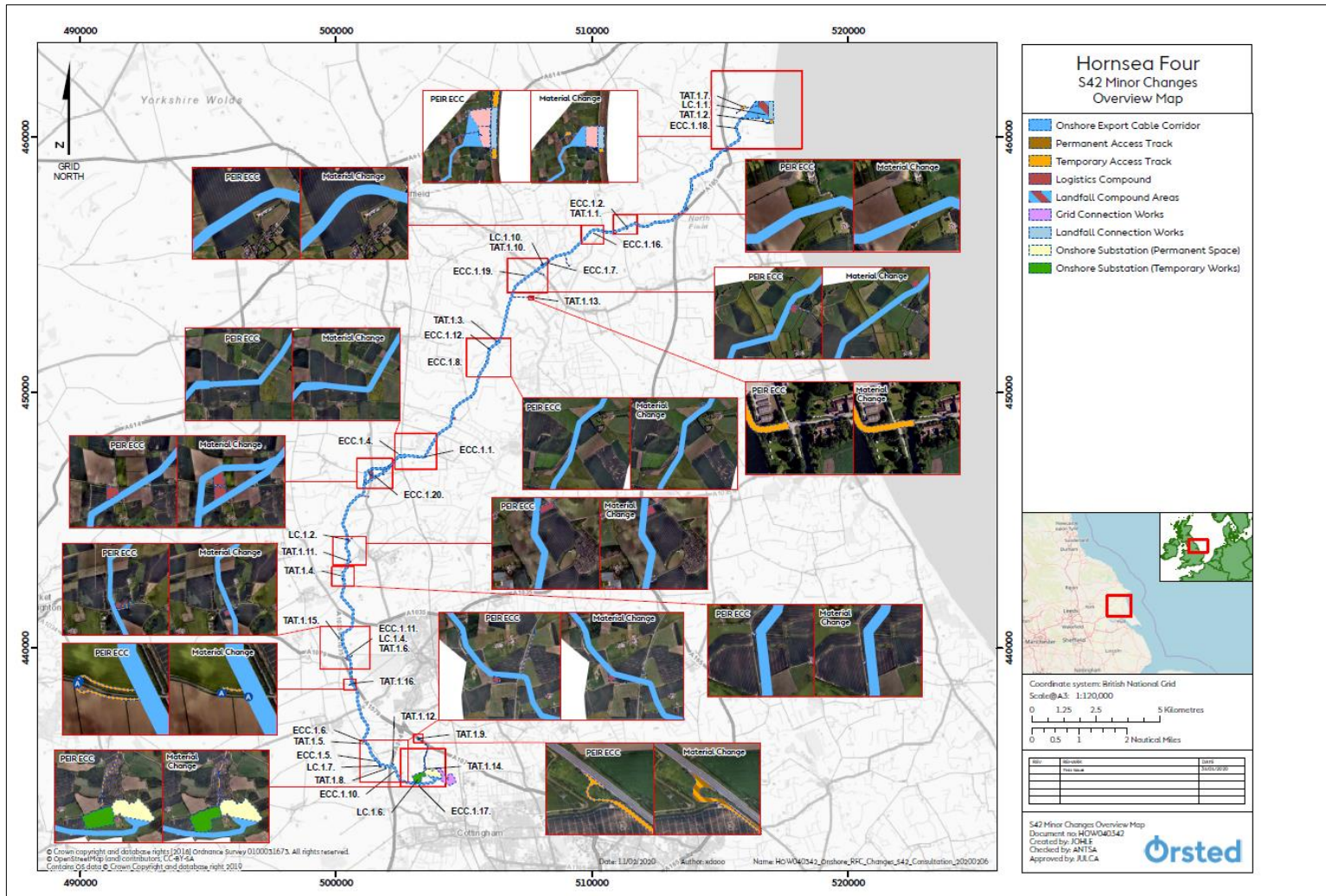


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Supporting documentation – Map 1 – S42 targeted statutory consultation [1] minor changes overview map



[Supporting documentation – Map 2 – S42 targeted statutory consultation \[1\] minor changes detail map book](#)

Insets from top (North) to bottom (South) of Export Cable corridor

Inset 1: ECC.1.18; TAT.1.7.; TAT.1.2., LC.1.1



Inset 2: ECC.1.2; TAT.1.1.



Inset 3: ECC.1.16.



Inset 4: *ECC.1.7.; ECC.1.19.; LC.1.10., TAT.1.1.*



Inset 5: *TAT.1.13.*



Inset 6: *ECC.1.12., TAT.1.3., ECC.1.8.*



Inset 7: ECC.1.1.; ECC.1.4.



Inset 8: ECC.1.20.



Inset 9: L.C.1.2.; TAT.1.11



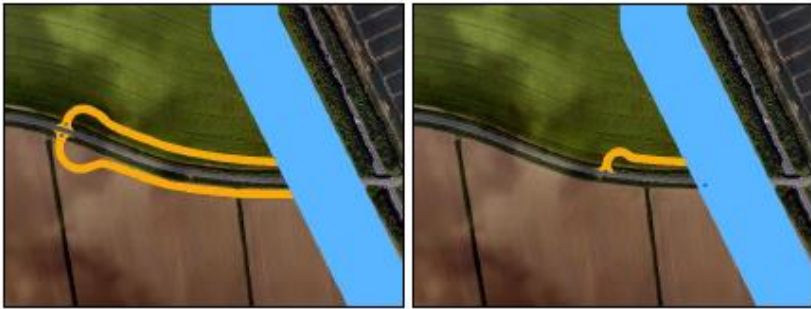
Inset 10: TAT.1.4.



Inset 11: ECC.1.11; LC.1.4; TAT.1.6; TAT.1.15.



Inset 12: TAT.1.16.



Inset 13: ECC.1.5; ECC.1.6; ECC.1.10; TAT.1.5; TAT.1.8; TAT.1.12; LC.1.7.



Inset 14: ECC.1.17.; LC.1.6.; TAT.1.14.



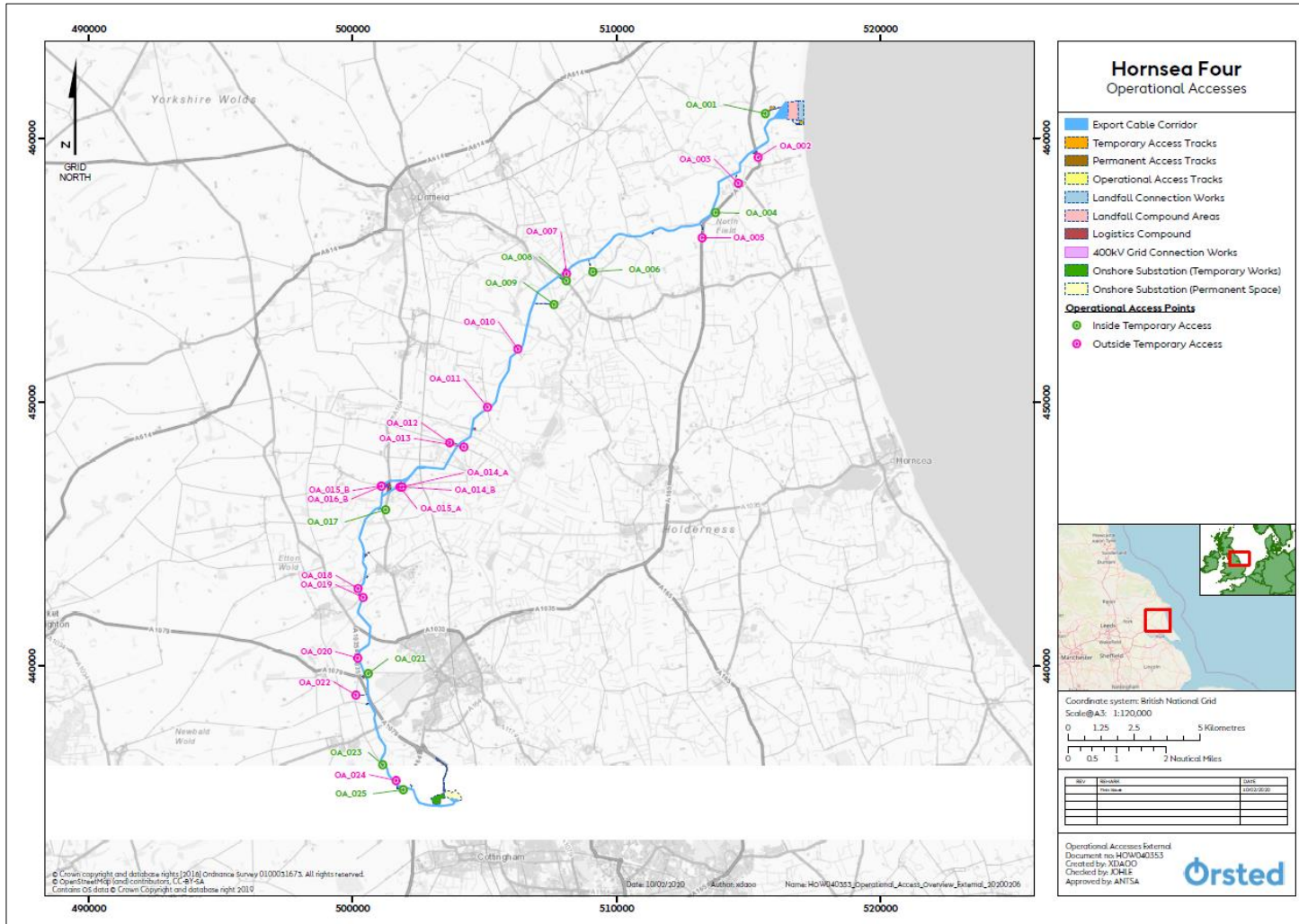
Inset 15: TAT.1.9.



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Supporting documentation – Map 3 – Overview of operational accesses



Supporting information to S42 Consultation Notification

Hornsea Project Four Offshore Wind Farm– an alternative export cable corridor (ECC) option at Lockington Carr Cross, minor onshore route amendments and additional operation accesses

13th February 2020

This document provides the rationale, supporting information and environmental assessment for a number of amendments to the Hornsea Project Four Offshore Wind Farm Onshore Export Cable Corridor (ECC), logistics compounds and access requirements. The changes have arisen in consideration of Section 42 consultation on the Preliminary Environmental Impact Report (PEIR), which closed 23 September 2019 and from continued progress in the design and engineering information available to Hornsea Four.

Your ref. Hornsea Four S42(1)
Our ref. S42(1)

Such changes are provided to ensure you are fully aware of the updated proposals, and any potential effects to the environment that may arise from them and can provide feedback via statutory consultation. In outline the changes are:

1. Proposal for an alternative Export Cable Corridor (ECC) route option (Option B) and associated Logistics Compound on Dalton Estate Land by Lockington Carr Cross (both ECC options included);
2. Thirty-six (36) proposed minor onshore route amendments (including amendments to the ECC (14), logistic compounds (6), access tracks (16));
3. Inclusion of permanent access rights for twenty-seven (27) additional Operation accesses;

Table 1 presents maps/documents which are provided as supplementary supporting information to this report.

Table 1 Supporting maps and documents

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Our ref. B42

Map/Document number	Map Title	Details
1	S42 minor changes Overview Map	Overview of the minor changes to the onshore ECC corridor because of S42 consultation on the PEIR. NOTE: alternative ECC at Lockington Carr is shown as ID ECC.1.20
2	S42 minor changes Detail Map Book	Details of individual minor changes made because of S42 consultation on the onshore ECC at PEIR. NOTE: alternative ECC at Lockington Carr is shown as ID ECC.1.20
3	Overview of operational accesses	Overview of additional operational access rights requirements identified because of S42 consultation on the PEIR
Annex 1	Assessment of 36 proposed amendments (Map 1 and 2)	High-level environmental assessment of the proposed 36 amendments (as presented in Map 1 and Map2) upon onshore environmental receptors

1. Proposal for an alternative Export Cable Corridor (ECC) route option (Option B) and associated Logistics Compound on Dalton Estate Land by Lockington Carr Cross

This proposed change is shown below in **Figure 1** (for detail see Inset 8 on **Map 2**) and a short description of the proposed change provided below.

Proposed Change: Hornsea Four is proposing an alternative cable corridor routing option (Option B) at Lockington Carr Cross which is located to the north and west of the proposed cable corridor shown in the Statutory Consultation on the PEIR at this location (Option A).

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Figure 1. PEIR assessed ECC option (Option A) and alternative and option raised during formal consultation on PEIR (Option B)

Our ref. S42



The alternative cable corridor routing option (Option B) is 1,365 m long and 80m wide. The construction would be as per Option A. Please note that Hornsea Four continues to consider both Option A and Option B in this location.

Environmental Assessment of ECC Route Option B and associated Construction Compound at Lockington Carr Cross

The additional ECC routing option (Option B in **Figure 1**) located near Lockington Carr Cross, along with the associated construction compound to the north of Station Road, could potentially result in additional environmental impacts (notably where new receptors are identified) or change the significance of impacts previously assessed (Option A in **Figure 1**), as set out in the PEIR.

A review of potential direct and indirect impacts has been undertaken by a team of EIA and environmental professionals from Royal Haskoning DHV and a summary is provided in **Table 2**. It should be noted that where the northern ECC option (DCO Option B in **Figure 1**) is discussed this also includes the associated construction compound north of Station Road (see **Map 2: S42** minor change Detail Map Book). A full EIA of Option A has been concluded and presented at PEIR.

Table 2 Summary of Environmental Assessment of Northern ECC Route (Option B) and associated Construction Compound on Dalton Estate Land by Lockington Carr Cross.

Our ref. B42

Geology and Ground Conditions

The northern routing option will not result in additional areas of historic contamination being directly affected and opening new source-pathway-receptor linkages. However, several areas of historic contamination directly to the west of Beswick will fall within the 1 km search area including farm/out-buildings, a small historic landfill site and a cemetery. The northern ECC route does traverse a Mineral Safeguarding Area but this is contiguous with the same area as that was assessed in the PEIR. No significant changes to the geology underlying the northern route option has been identified.

No new receptors are introduced to the assessment as a result of the inclusion of Option B. No changes to the conclusions of the Environmental Impact Assessment (EIA) as set out in the PEIR have resulted from the alternative ECC option.

Hydrology and Flood Risk

The northern route option does not fall within, or cross, any new catchments, Water Framework Directive (WFD) watercourses or Internal Drainage Board (IDB) water bodies beyond those identified in the PEIR. No additional groundwater receptors have been identified relating to the northern route option and associated compound and these are entirely located in Flood Zone 1 (i.e. areas of lowest risk).

No changes to the conclusions of the Environmental Impact Assessment (EIA) as set out in the PEIR have resulted from the alternative ECC option.

Ecology and Nature Conservation

The northern ECC route option is located within 100 m of a barn owl nest, as confirmed during the 2019 breeding bird survey effort. A review of aerial imagery indicates that the land where the northern ECC route will be undertaken comprises arable fields however, the area has not been subject to an Extended Phase 1 Habitat Survey, though this is anticipated to conclude late spring 2020. No ponds suitable for great crested newts have been identified to be within 250 m of the northern ECC route.

The presence of the barn owl nest and the lack of Extended Phase 1 Survey data for the northern route option has been discussed at the Ecology Technical Panel on the 13th November with both Natural England (NE) and Royal Society for the Protection of Birds (RSPB) present. No specific concerns were raised and a meeting with Natural England's licencing team regarding protected species mitigation is currently being organised where, amongst other aspects, barn owl mitigation will be discussed and agreed.

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Landscape and Visual Amenity

The northern ECC route option is not located within any areas of differing landscape character to those set out in the PEIR. Additionally, no new landscape or visual receptors are brought into the assessment noting that the village of Beswick and properties along Station Road were included in the PEIR as residential and community receptors.

No changes to the conclusions of the Environmental Impact Assessment (EIA) as set out in the PEIR have resulted from the alternative ECC option.

Historic Environment

Three new heritage assets (recorded on the Humber Historic Environment Record (HER)) are now located within the historic environment study area as key assets for consideration in the impact assessment as a result of the northern ECC route option. However, there are no changes to the outcome of the impact assessment reported in the PEIR.

The northern ECC route option has not been covered by the Priority Archaeological Geophysical Survey, however Hornsea Four will acquire and incorporate the data in the Environmental Statement and supporting information to support Development Consent.

It is noted that the northern ECC route option partially falls outside the Aerial Photographic and Lidar Assessment study area although there is some overlap with the results set out in the PEIR. Hornsea Four is acquiring this data and it will be clearly set out in the Environmental Statement. However, there is a large overlap with the wider data collected for Hornsea Four and we do not consider the limitation to significantly reduce the validity of the impact assessment set out in the PEIR.

Land Use and Agriculture

Land use within the northern ECC route option comprises agricultural land and is therefore consistent with the primary land use that has been recorded along and within the wider onshore ECC, landfall and onshore substation areas. No additional areas of stewardship schemes to those identified at PEIR will be directly affected as a result of the proposed northern ECC route option.

One Public Right of Way (PROW) (namely, LOCKDB) will be crossed at a different location to that identified at PEIR if the northern ECC route is followed but no new PROW will be affected.

No changes to the conclusions of the Environmental Impact Assessment (EIA) as set out in the PEIR have resulted from the alternative ECC option.

Traffic and Transport

The study area set out in the PEIR remains unchanged due to the inclusion of the northern ECC route option as the relevant road links that require assessment do not change (i.e. the A164 and Station Road).

Changes to access locations and road traffic points will not affect the assessments presented in the PEIR.

Our ref. B42

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Noise and Vibration

Our ref: S42

The baseline data monitoring locations for the onshore ECC are considered to represent the noise environment for the proposed northern ECC route and therefore no changes to the baseline are required.

No changes to the traffic and transport assessment has been highlighted (see above) which necessitate any changes to the forecast noise conditions during construction. All Commitments (Co) stated in the PEIR are still valid including Co133 which states that the onshore ECC will be routed at least 50 m from residential receptors. It is noted that the northern ECC route will move construction further away from two residential receptors.

No changes to the conclusions of the Environmental Impact Assessment (EIA) as set out in the PEIR have resulted from the alternative ECC option.

Air Quality

No changes to the baseline or receptors presented in the PEIR have been identified due to the inclusion of the northern ECC route option. Air quality impacts in this area of Hornsea Four will reflect changes to forecast traffic and as no significant traffic changes have been identified.

No changes to the conclusions of the Environmental Impact Assessment (EIA) as set out in the PEIR have resulted from the alternative ECC option.

Socio-Economics

The northern ECC route does not change either the baseline or the assessments presented in the Socio-Economic PEIR chapter due to the small spatial scale of the change, which will not affect the socio-economic area affected or the timescale of the project.

No new receptors are introduced to the assessment as a result of the inclusion of an additional alternative ECC route option (Option B) and no changes to the assessment conclusions on environmental receptors as set out in the PEIR are identified.

2. Thirty-Six (36) minor onshore route amendments (including amendments to the ECC (14), logistic compounds (6), access tracks (16))

The rationale for the minor onshore route amendments are set out in **Table 3**. In summary the amendments are the result of feedback from landowners and/or acquisition of updated environmental information. The location of the changes is presented in **Map 1: S42 minor changes Overview Map** and **Map 2: S42 minor change Detail Map Book**.

Table 3 Change ID and rationale for the proposed 36 minor onshore route amendments

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Our ref. S42

Change ID	Rationale for change
Export Cable Corridor (ECC)	
ECC.1.1	Onshore ECC moved south of existing manhole in field as a result of landowner feedback
ECC.1.2	Onshore ECC straightened over Selected Heritage Inventory for Natural England (SHINE) site, and allowance made for a haul road outside of onshore ECC, at Gembling.
ECC.1.4	Extend onshore ECC east and west of Network Rail crossing (south of Beswick) to allow for the required cable laying area on the approach to the railway crossing.
ECC.1.5	Onshore ECC moved closer to the eastern field boundary, west of Dunflat Road as requested by landowner.
ECC.1.6	Onshore ECC moved closer to the western field boundary, east of Bentley Road.
ECC.1.7	Onshore ECC moved 30 m from an ecological receptor.
ECC.1.8	Onshore ECC straightened to avoid number of bends experienced by cables.
ECC.1.10	Onshore ECC straightened to cross the A164 at closer to 90 degrees, and due to presence of archaeological 'barrow' within the corridor, east of the A164. Onshore ECC to the west of Platwoods Farm straightened to reduce severed land and number of bends in cable route.
ECC.1.11	Onshore ECC routed, further east around proposed petrol station.
ECC.1.12	Minor adjustment to Onshore ECC west of Rotsea Lane to avoid priority habitat area.
ECC.1.16	Movement of Onshore ECC to be further from residential receptor, north-east of Foston-on-the-Wolds.
ECC.1.17	Onshore ECC moved further to be as close as possible to southern field boundaries, north of Skidby Lakes Golf Club.
ECC.1.18	Onshore ECC re-routed to align with field boundaries east of Bridlington Road, due to tenant feedback and presence of ecological receptor.
ECC.1.19	Onshore ECC straightened and moved further west to reduce impact as a result of consultation feedback from landowner.
ECC.1.20	See Proposal for an alternative Export Cable Corridor (ECC) route option (Option B) and associated Logistics Compound on Dalton Estate Land by Lockington Carr Cross.
Logistics compounds	
LC.1.1	Southern extent of landfill compound area A4 extended to 400 m wide from current cliff-line to allow for erosion.
LC.1.2	Logistics compound reduced in size and moved closer to onshore ECC.
LC.1.4	Re-location of logistics compound at York Road roundabout to the south of the road out of area at greater risk from surface water flooding, and to avoid proposal to build petrol station within PEIR onshore ECC. Once moved south of York Road, logistics compound was moved 5 m further north to reduce severed land for landowner.
LC.1.6	Onshore substation logistics compound area re-shaped and extended further south to maintain 150 m from residential receptor to the east, and to sit directly adjacent to onshore ECC to the south.
LC.1.7	Logistics compound moved west of Dunflat Road (north west of Dunflat Gate), to an area with natural screening to be less visible from the surrounding area.
LC.1.10	Logistics compound moved north of the B1249.
Temporary accesses	

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TAT.1.1.	Allowance made for temporary haul road access track outside of onshore ECC, south of SHINE site at Gembling.
TAT.1.2.	Adjustment of landfall emergency beach access track off of existing drain and to align with lower cliff elevation down to the beach.
TAT.1.3.	Adjacent access tracks created north of the onshore ECC on Rotsea Lane to improve visibility for construction traffic.
TAT.1.4.	AP_018 moved further south, off of North Drain and away from an increased surface water flood risk.
TAT.1.5.	AP_027 moved further north on Bentley Lane to improve visibility for construction traffic.
TAT.1.6.	Access track south of York Road adjusted as a result of change ECC.1.11.
TAT.1.7.	Landfall access track widened to include 100 m buffer from active Barn Owl nest.
TAT.1.8.	As a result of the logistics compound being moved north west of Dunflat Gate (LC.1.7.), AP_028 was moved further east to improve visibility and safety.
TAT.1.9.	Bell-mouth extent on onshore substation access track increased to incorporate swept path area required for Heavy Goods Vehicle which may be required to transport abnormal loads.
TAT.1.10.	Access track from public highway (B1249) created so that access can be taken through the new logistics compound location (LC.1.10).
TAT.1.11.	Access tracks created east of onshore ECC to improve safety of haul road crossing during construction.
TAT.1.12.	Access track shortened to reduce severed land as a result of landowner feedback.
TAT.1.13.	Temporary access track extended further east over Driffield Canal to adjoin public highway.
TAT.1.14.	Permanent and temporary access track for onshore substation moved further east to mitigate effects on ancient woodland (Birkhill Wood) and to reduce severed land.
TAT.1.15.	Access point and track relocated from York Road to A1035 due to landowner consultation feedback.
TAT.1.16.	Access track north of Newbald Road (AP_023) shortened and access track south of Newbald Road (AP_024) removed, moving the access point to within the onshore ECC, as a result of landowner feedback.

Environmental assessment of the 36 proposed route amendments to the ECC (14), logistic compounds (6), access tracks (16).

The location of the 36 proposed route amendments is shown in **Map 1** (Overview) and **Map 2** (Detail Map Book). The environmental assessment has been undertaken by Royal Haskoning DHV and the review of potential environmental impacts associated with the proposed 36 changes upon onshore environmental receptors are presented in **Annex 1**. Individual amendments identified in **Table 3** are identified in **Annex 1** by the key presented in **Table 4**:

Table 4 Key used to identify amendments in **Annex 1**.

ECC.	Export Cable Corridor
------	-----------------------

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LC.	Logistics Compound
TAT.	Temporary Access Track

Our ref. S42

The review of potential environmental impacts in **Annex 1** are identified using the key in **Table 5**.

Table 5 Key to environmental assessment presented in **Annex 1**

Green Cells	No change identified from PEIR either to the receptors or the relevant assessments presented.
White Cells	Either new receptors identified or potential impact on a previously identified receptor increased (but not necessarily significantly).
Yellow Cells	Potential for either receptors to be avoided, or impact to be reduced compared to the PEIR (but not necessarily significantly). Text in cell identifies if any updated or new assessment will be required at the point of Development Consent Order (DCO) Application (see Table 3 for detail).

A summary of environmental considerations as a result of the proposed amendments is provided in **Table 6**.

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Table 6 Summary of environmental assessment of the proposed onshore route amendments

Our ref. 842

Geology and Ground Conditions

No changes to the receptors or potential new sources of contamination have been identified beyond those already identified in the PEIR. No changes to the assessments in the PEIR are therefore required and the conclusions remain valid.

Hydrology and Flood Risk

A number of minor changes to the watercourses impacted have been identified. Such changes are considered minor and will not affect the assessment set out in the PEIR and the conclusions remain valid. However, all such changes will be incorporated in to the Flood Risk Assessment appropriately.

Ecology and Nature Conservation

Six of the changes result in avoidance of known ecological receptors. None of the changes introduce receptors not previously considered and the conclusions of the PEIR remain valid.

Landscape and Visual

One addition to the LVIA assessment only: Access track to the OnSS which will be considered in detailed LVIA assessment instead of simple assessment of construction effects. Does not impact on any new receptors considered and the conclusions of the PEIR remain valid.

Historic Environment

Three of the changes result in new receptors being identified with assessment required (including assessment on setting during construction) as appropriate. Additionally, three of the changes further avoid impacts to historical environment receptors and the conclusions of the PEIR remain valid.

Land Use and Agriculture

A number of changes to impacts on ProW have been identified. However, none of these would result in a greater magnitude of impact than previously assessed at PEIR and previous crossings of BARMF03 and FOTWB09 are not now required, reducing effects on ProW overall.

Traffic and Transport

No new roads will be required for access above those already identified and assessed in the PEIR. Most changes would not result in a material change in traffic numbers and therefore impacts would be no worse than assessed within the PEIR. One change may result in a slight decrease in traffic, but this will not be significant and the conclusions of the PEIR remain valid.

Noise and Vibration

None of the changes introduce receptors any closer than those identified in the PEIR and or result in the requirement to update the assessments set out in the PEIR. The conclusions of the PEIR remain valid.

Air Quality

The proposed onshore route amendments will not result in any changes to the receptors identified and assessed within the PEIR and the conclusions of the PEIR remain valid.

Hornsea 4



Socio-Economics

Our ref. B42

No changes to the receptors or introduction of new impacts and the conclusions of the PEIR remain valid.

3. Inclusion of permanent access rights for twenty-seven (27) additional Operation accesses

Hornsea Four will need to carry out routine maintenance activities to the onshore cables and link boxes and in a number of locations access will be required across land outside of the ECC in order to gain access to the ECC.

Hornsea Four is consulting on the proposed use of 27 new operational accesses (including 9 accesses which were previously identified as only temporary construction accesses in the Statutory Consultation on the PEIR (see Inside Temporary Access ID on **Map 3**) and 18 new operational accesses using existing farm accesses (see Outside Temporary Access ID on **Map 3**) to gain access to the link boxes and cables during the operational phase for maintenance purposes.

Should Hornsea Four progress with ECC Option A at Lockington Carr, there would be 24 accesses in total taken forward to construction and operation, comprising 9 accesses previously identified as temporary construction accesses and 15 new operational accesses. Should Hornsea Four progress with Option B, there would be 25 accesses in total taken forward to construction and operation, comprising 9 accesses previously identified as temporary construction accesses and 16 new operational accesses.

Hornsea Four will be seeking to put in place voluntary access agreements with affected landowners. However, Hornsea Four will also be applying compulsory acquisition powers for access in case agreement cannot be reached.

It should be noted that Hornsea Four will remove and reinstate all temporary construction accesses as previously proposed in the PEIR. However, where Hornsea Four is proposing to use an existing private track or public right of way, Hornsea Four will be seeking powers to maintain the track or right of way to ensure that the access is useable.

Conclusion

The only receptors identified as a result of the changes being consulted upon that will require assessment above and beyond that set out in the PEIR are:

Hornsea 4



- Two Humber HER records – see change ECC.1.20 in Annex 1; and
- A Scheduled monument – see changes ECC.1.20 and TAT 1.6. in Annex 1.

Our ref. B42

Following the incorporation of mitigation (notably pre-construction evaluation to inform specific actions) no residual, significant impact is predicted on these receptors.

Other minor changes to receptors remain within the assessments set out in the PEIR and the PEIR conclusions remain valid. It should be noted that several of the changes have been incorporated to specifically reduce/eliminate impacts on receptors such as ancient woodland, owl roosts, watercourses and agricultural severance. A full assessment of all proposed changes taken forward into the DCO application will be presented in the Environmental Statement submitted by Hornsea Four in support of the application.

If you have any questions regarding the process or content of this consultation, please do not hesitate to get in touch.

Yours faithfully



Julian Carolan
Consent Project Manager
Hornsea Project Four Offshore Wind Farm

Freephone:



Supporting documentation – Annex 1 – Assessment of targeted statutory consultation [1] 36 proposed amendments

Environmental assessment of amendments by EIA Topic															
Key															
ECC	Export Cable Corridor														
LC	Logistics Compound														
TAT	Temporary Access Track														
Green Cells	No change identified from PER either to the receptors or the relevant assessments presented. Text is provided in some cases to clarify this outcome where deemed useful.														
White Cells	Either new receptors identified or potential impact on a previously identified receptor increased (but not necessarily significantly). See Table 6 in S42 Consultation Supporting														
Yellow Cells	Potential for either receptors to be avoided, or impact to be reduced compared to the PER (but not necessarily significantly). Text in cell identifies if any updated or new assessment will be required.														
	ECC.11	ECC.12	ECC.14	ECC.15	ECC.16	ECC.17	ECC.18	ECC.19	ECC.110	ECC.111	ECC.112	ECC.116	ECC.117	ECC.118	ECC.119
Geology and Ground Conditions															
Hydrology and Flood Risk		The ECC will now partially pass through an ordinary watercourse and the southern boundary will now partially sit 5-10m within Flood Zone 3. No change to the assessment set out in the PER is required.				New ECC will lie 15m further away from watercourse. The area of the new ECC within Flood Zone 3 will decrease. No change to the assessment set out in the PER is required.							New ECC will sit 15-8m closer to a watercourse on the southern boundary. The southern boundary will sit 10m further into Flood Zones 2 and 3. No change to the assessment set out in the PER is required.	New ECC will now be required to cross an ordinary watercourse. No change to the assessment set out in the PER is required.	New ECC 20m further away from watercourse on southern boundary. No change to the assessment set out in the PER is required.
Ecology and Nature Conservation						Corridor set back 30m from an ecological receptor. No assessment was presented in the PER and impact is unlikely to be significant.					Minor adjustment to Onshore ECC avoiding Priority Habitat Area. No change to the assessment set out in the PER is required.			Onshore ECC. Route Onshore ECC due to ecological receptor (east of Birdington Road). No assessment was presented in the PER and impact is unlikely to be significant.	
Landscape and Visual		Possibly fewer trees affected. No change to the assessment set out in the PER is required.							Possible effect on trees by A164/Dunflat Road, but marginal. No change to the assessment set out in the PER is required.						
Historic Environment		This change to the ECC reduces the area of ridge and furrow (as identified in the SHRE database) which would be affected. However, no change to the assessment set out in the PER is required.							Adjust Onshore ECC due to presence of archaeological features within the corridor. No change to the assessment set out in the PER is required.						New ECC is now approx 30m to the east of a Scheduled Monument (Beverley railway limit stone, Bishop Burton cross). Setting implications during construction would be temporary and not considered a likely significant effect.

Historic Environment		This change to the ECC reduces the area of ridge and furrow (as identified in the SHINE database) which would be affected. However, no change to the assessment set out in the PEIR is required.						Adjust Onshore ECC due to presence of archaeological 'barrow' within the corridor. No change to the assessment set out in the PEIR is required.	New ECC is now approx. 30m to the east of a Scheduled Monument (Beverley sanctuary limit stone, Bishop Burton cross). Setting implications during construction would be temporary and not considered a likely significant effect.									
Land Use and Agriculture	PRoV BES/EC3: Very minor change in route, but no significant change in crossing point. No change to the assessment set out in the PEIR is required.	PRoV FOTV/F10: Slight change in access configuration but crossing is via trenchless technique. No change to the assessment set out in the PEIR is required.								PRoV HCRAF10: Very minor change in route, but no significant change in crossing point. Crossing is via trenchless technique and no change to the assessment set out in the PEIR is required.			PRoV BARNF03: Change in route now takes the cable route alongside BARNF03, avoiding the previous crossing. PRoV BARNF02: Change in route now moves the crossing point further to the east. No change to the assessment set out in the PEIR is required.	PRoV FOTV/B03: change in route avoids bedding, removing the need to cross this PRoV crossing. No change to the assessment set out in the PEIR is required.				
Traffic and Transport	The changes would not result in traffic needing to use roads that had not previously been assessed for access to the ECC, therefore, no additional receptors would be impacted. The changes to the ECC would also not result in a material change in traffic numbers and therefore impacts would be no worse than assessed within the PEIR. This statement is relevant for all project stages (construction, operation and maintenance, and decommissioning). No change to the assessment set out in the PEIR is required.																	
Noise and Vibration								Re-route Onshore ECC to be further from residential receptors. However, No change to the assessment set out in the PEIR is required.										
Air Quality and Health																		
Socio-economic																		
	LC.11	LC.12	LC.14	LC.16	LC.17	LC.18												
Geology and Ground Conditions																		
Hydrology and Flood Risk	An ordinary watercourse that was previously adjacent to the site will now be located within the southwest corner of the proposed site. No change to the assessment set out in the PEIR is required.	The compound is 30m further away from existing watercourse. No change to the assessment set out in the PEIR is required.	The compound will no longer incorporate an existing watercourse. Site now situated 90m south of this watercourse. No change to the assessment set out in the PEIR is required.				The compound is situated 10m further away from an existing watercourse. The site will be partially located within Flood Zone 2 and 3, primarily to the north and east of the site. No change to the assessment set out in the PEIR is required.											
Ecology and Nature Conservation			Logistic compound will be 25-50m further away from hedgerow and trees with low suitability for roosting or commuting bats. No assessment was presented in the PEIR and impact is unlikely to be significant.															
Landscape and Visual	Compound extends across a watercourse and affects a small number of trees. No change to the assessment set out in the PEIR is required.																	

	LC.11	LC.12	LC.14	LC.16	LC.17	LC.18
Geology and Ground Conditions						
Hydrology and Flood Risk	An ordinary watercourse that was previously adjacent to the site will now be located within the southwest corner of the proposed site. No change to the assessment set out in the PEIR is required.	The compound is 80m further away from existing watercourse. No change to the assessment set out in the PEIR is required.	The compound will no longer incorporate an existing watercourse. Site now situated 90m south of this watercourse. No change to the assessment set out in the PEIR is required.			The compound is situated 10m further away from an existing watercourse. The site will be partially located within Flood Zone 2 and 3, primarily to the north and east of the site. No change to the assessment set out in the PEIR is required.
Ecology and Nature Conservation			Logistic compound will be 25-30m further away from hedgerow and trees with low suitability for roosting or commuting bats. No assessment was presented in the PEIR and impact is unlikely to be significant.			
Landscape and Visual	Compound extends across a watercourse and affects a small number of trees. No change to the assessment set out in the PEIR is required.					
Historic Environment					Adjustment of the cable corridor south due to presence of archaeological 'barrow' within the corridor. This specific receptor is avoided but no change to assessments as set out in the PEIR.	
Land Use and Agriculture		The changes would not result in construction traffic needing to use roads that had not previously been assessed to access the compound, therefore, no additional receptors would be impacted. The reduction in the size of the compound would result in fewer construction traffic movements and therefore impacts would be no greater than assessed within the PEIR.	The changes would not result in construction traffic needing to use roads that had not previously been assessed to access the compound, therefore, no additional receptors would be impacted. The changes to the compound location would also not result in a material change in construction traffic numbers and therefore impacts would be no worse than assessed within the PEIR.	The changes would not result in construction traffic needing to use roads that had not previously been assessed to access the compound, therefore, no additional receptors would be impacted. The changes to the compound would also not result in an increase in the overall size of the (when compared to PEIR) and therefore impacts would be no worse than assessed within the PEIR.	The changes would not result in construction traffic needing to use roads that had not previously been assessed to access the compound, therefore, no additional receptors would be impacted. The changes to the compound would also not result in a material change in construction traffic numbers and therefore impacts would be no worse than assessed within the PEIR.	The changes would not result in construction traffic needing to use roads that had not previously been assessed to access the compound, therefore, no additional receptors would be impacted. The changes to the compound locations would also not result in a material change in construction traffic numbers and therefore impacts would be no worse than assessed within the PEIR.
Traffic and Transport						
Noise and Vibration						
Air Quality and Health						
Socio-economic						

[Targeted Statutory Consultation \[2\] under Section 42 of the Planning Act 2008 \(04 August – 09 September 2020\) – Consultation documents](#)

[S42 targeted statutory consultation \[2\] letter notification](#)

Hornsea 4

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S42 Consultation Notification

31 July 2020

Dear Sir/ Madam,

Hornsea Project Four Offshore Wind Farm

Statutory Consultation under Section 42 of the Planning Act 2008

We are writing to consult with you on a proposed offshore wind farm, Hornsea Project Four Offshore Wind Farm (hereafter referred to as Hornsea Four) that Orsted Hornsea Project Four Ltd (hereafter referred to as Orsted) is proposing to develop. Hornsea Four is located in the southern North Sea and comprises a maximum of 180 wind turbine generators.

You have been identified as a consultee for the purposes of section 42 of the Planning Act 2008. The statutory consultation commences on Tuesday 4 August 2020 and closes at midnight on **Tuesday 8 September 2020**.

Please see below for more information on how to view and comment on our proposed application.

The offshore wind turbines will be located in the "array area", which is located approximately 65km east of Flamborough Head on the Yorkshire coast.

The electricity generated from Hornsea Four will be transmitted via subsea electricity cables. The Hornsea Four offshore cable corridor extends from the southwestern boundary of the array area in a west-south-westerly direction to the East Riding of Yorkshire coastline (See Statutory Consultation Plan).

From the East Riding of Yorkshire coast, underground onshore cables will connect the offshore wind farm to an onshore high voltage direct current (HVDC) converter station or a high voltage alternating current (HVAC) substation, which in turn, will connect to the existing Creyke Beck National

Orsted Hornsea Project Four Ltd, 5 Howick Place, Westminster, London SW1P 1WG, United Kingdom  orsted.com
Registered office: 5 Howick Place, London SW1P 1WG, United Kingdom Company no. 0554182

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Grid substation, located to the north of Cottingham. The mode of transmission will be either HVDC, HVAC or a combination of the two. Depending on the mode of transmission, a HVAC booster station may be required (onshore and/or offshore). The onshore cable corridor search area currently comprises an 80m wide corridor within which a 60m onshore cable corridor permanent easement will be located.

Our ref. B42

THE DEVELOPMENT CONSENT ORDER APPLICATION

As the proposed generating capacity of Hornsea Four exceeds 100 megawatts (MW) it is classified as a Nationally Significant Infrastructure Project as defined by Section 15(3) of the Planning Act 2008 (as amended) (the Act), for which Orsted must apply for a Development Consent Order (DCO). If the DCO application is accepted, the Planning Inspectorate will then process and examine the application and then make a recommendation to the Secretary of State for Business, Energy and Industrial Strategy. The final decision on the DCO application will be made by the Secretary of State.

The DCO application will contain full details of Hornsea Four and will be accompanied by an Environmental Statement prepared under Section 37(3) of the Act and in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the Regulations).

The proposed DCO will include powers for Orsted to construct, operate, maintain and decommission Hornsea Four, including Deemed Marine Licence(s). The proposed DCO will also seek the compulsory acquisition of land and rights over land, including the power to take temporary possession of land to construct and maintain Hornsea Four.

In accordance with section 48 of the Act, Orsted must publicise the proposed application. A copy of that notice is enclosed with this letter in accordance with Regulation 13 of the Regulations.

Hornsea Four is currently in the pre-application phase, with a DCO application expected to be submitted in Quarter 4 of 2020. Under the Act, Orsted is required to carry out consultation on the proposed DCO application before submission and will have regard to the responses received in the final design of Hornsea Four, and in the assessment and mitigation of its environmental impacts. A Consultation Report explaining how Orsted has had regard to responses will be submitted as part of the DCO application.

Statutory consultation was carried out by Orsted between 13th August 2019 and 23rd September 2019. This consultation included:

- Consultation with prescribed bodies, host and neighbouring authorities and any persons with an interest in land affected by Hornsea Four (under Section 42);

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- Consultation with the local community near Hornsea Four (under Section 47); and
- General public consultation on Hornsea Four (under Section 48).

Our ref. S42

Orsted has prepared a Preliminary Environment Information Report (PEIR) (which is a draft version of the Environmental Statement). The PEIR sets out the preliminary findings of the Environmental Impact Assessment (EIA) undertaken to date and forms the basis of this statutory consultation. A non-technical summary of the PEIR has also been prepared. The purpose of the PEIR is to enable consultees to understand the likely environmental effects of Hornsea Four and to help inform consultation responses.

Consultees are invited to consider the proposed application for Hornsea Four and the information provided in the PEIR and Orsted is keen to receive your comments on Hornsea Four and the PEIR.

It should be noted that the EIA is an on-going process and the project design for Hornsea Four continues to evolve. For example, proposed amendments to the access requirements for the onshore substation and energy balancing infrastructure have been made by Orsted following the first round of statutory consultation. Although the assessment of these options is not included in the PEIR, Hornsea Four welcomes your comments on these amendments and has enclosed Supporting Information and a map providing further information for your consideration.

PLEASE FIND ENCLOSED

- Hard copy of notice publicised in accordance with Section 48 of the Act.
- Hard copy of the Targeted Statutory Consultation Plan (Please see **Map 1**)
- S42 Consultation Supporting Information
- A link to the Hornsea Four website (<https://hornseaprojects.co.uk/hornsea-project-four/documents-library/formal-consultation>) where materials can be downloaded.
 - Statutory Consultation Plan/s;
 - Full PEIR including a Non-Technical Summary, Introductory Chapters, offshore chapters, onshore chapters, Introductory Chapter Annex's, offshore chapter annex's, onshore chapter annex's;
 - Impacts Register;
 - Commitments Register;
 - Draft Development Consent Order (DCO) and Deemed Marine Licences; and
 - Outline protocols, plans and strategies.

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The above consultation materials are available on USB upon request.

Our ref. 542

- Please note that a copy of this notice has been included for information only. The deadline for your response is set out in this letter.

FURTHER INFORMATION

Documents, plans and maps showing the nature and location of Hornsea Four, including the PEIR (with a non-technical summary) for Hornsea Four, can be accessed in the Documents Library on the Hornsea Four website here:

<https://hornseaprojects.co.uk/hornsea-project-four/documents-library/formal-consultation>

Please note, hard copies of the PEIR and other consultation documents will not be available at the locations identified in the Section 48 Notice (due to COVID-19 restrictions) but are all accessible online using the link above.

For any enquiries in relation to any documents, plans or maps relating to Hornsea Four, the PEIR and/or other consultation information please contact Orsted by freephone on [REDACTED] using the email address or postal address listed below.

RESPONDING TO THIS CONSULTATION

Orsted welcomes your comments on Hornsea Project Four, the PEIR and other consultation information. Any responses to, or other representations in respect of, Hornsea Four and/or the PEIR and other consultation information should be sent to Orsted:

- By email to: hornseaprojectfour@orsted.co.uk or;
- By post to:
Hornsea Project Four Offshore Wind Farm
Orsted, 5 Howick Place, London, SW1P 1WG

Orsted requests that any response or representation in respect of the proposed DCO must be;

- received by Orsted no later than midnight on **8th September 2020** to be considered;
- be made in writing (email/letter);
- state the grounds of the response or representation;
- indicate who is making the response or representation; and
- provide an address to which any correspondence relating to the response or representation may be sent.

Hornsea 4



Our ref. B42

Please note that responses and other representations will be recorded in the Consultation Report and may be made public.

Guidance on the pre-application process and the Act can be found on the Planning Inspectorate's website:
<http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/>

NEXT STEPS

As mentioned above, consultation under section 42 of the Act is a formal part of the pre-application process for a DCO. Hornsea Four will have regard to comments received during this consultation period and a Consultation Report explaining how Hornsea Four has had regard to responses will be submitted as part of the DCO application.

If you have any questions regarding the process or content of this consultation, please do not hesitate to get in touch.

Yours faithfully



Julian Carolan
Consent Project Manager
Hornsea Project Four Offshore Wind Farm

Freephone



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[S42 targeted statutory consultation \[2\] letter notification](#)

Hornsea 4



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XXXX
XXXX

S42 Consultation Notification

31 July 2020

Your ref. Hornsea Four S42 (2)
Our ref. S42 (2)

Dear Sir/ Madam,

Hornsea Project Four Offshore Wind Farm

Statutory Consultation under Section 42 of the Planning Act 2008

We are writing to consult with you on a proposed offshore wind farm, Hornsea Project Four Offshore Wind Farm (hereafter referred to as Hornsea Four) that Orsted Hornsea Project Four Ltd (hereafter referred to as Orsted) is proposing to develop. Hornsea Four is located in the southern North Sea and comprises a maximum of 180 wind turbine generators.

You have been identified as a consultee for the purposes of section 42 of the Planning Act 2008.

Orsted has previously written to you to consult with you on the proposals for Hornsea Four however we understand from you that you do not recall receiving our correspondence.

This statutory consultation period commences on Tuesday 4 August 2020 and closes at midnight on **Tuesday 8 September 2020**.

Please see below for more information on how to view and comment on our proposed application.

The offshore wind turbines will be located in the "array area", which is located approximately 65km east of Flamborough Head on the Yorkshire coast.

The electricity generated from Hornsea Four will be transmitted via subsea electricity cables. The Hornsea Four offshore cable corridor extends from the

southwestern boundary of the array area in a west-south-westerly direction to the East Riding of Yorkshire coastline (See Statutory Consultation Plan).

Our ref. 542

From the East Riding of Yorkshire coast, underground onshore cables will connect the offshore wind farm to an onshore high voltage direct current (HVDC) converter station or a high voltage alternating current (HVAC) substation, which in turn, will connect to the existing Creyke Beck National Grid substation, located to the north of Cottingham. The mode of transmission will be either HVDC, HVAC or a combination of the two. Depending on the mode of transmission, a HVAC booster station may be required (onshore and/or offshore). The onshore cable corridor search area currently comprises an 80m wide corridor within which a 60m onshore cable corridor permanent easement will be located.

THE DEVELOPMENT CONSENT ORDER APPLICATION

As the proposed generating capacity of Hornsea Four exceeds 100 megawatts (MW) it is classified as a Nationally Significant Infrastructure Project as defined by Section 15(3) of the Planning Act 2008 (as amended) (the Act), for which Orsted must apply for a Development Consent Order (DCO). If the DCO application is accepted, the Planning Inspectorate will then process and examine the application and then make a recommendation to the Secretary of State for Business, Energy and Industrial Strategy. The final decision on the DCO application will be made by the Secretary of State.

The DCO application will contain full details of Hornsea Four and will be accompanied by an Environmental Statement prepared under Section 37(3) of the Act and in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the Regulations).

The proposed DCO will include powers for Orsted to construct, operate, maintain and decommission Hornsea Four, including Deemed Marine Licence(s). The proposed DCO will also seek the compulsory acquisition of land and rights over land, including the power to take temporary possession of land to construct and maintain Hornsea Four.

In accordance with section 48 of the Act, Orsted must publicise the proposed application. A copy of that notice is enclosed with this letter in accordance with Regulation 13 of the Regulations.

Hornsea Four is currently in the pre-application phase, with a DCO application expected to be submitted in Quarter 4 of 2020. Under the Act, Orsted is required to carry out consultation on the proposed DCO application before submission and will have regard to the responses received in the final design of Hornsea Four, and in the assessment and mitigation of its environmental impacts. A Consultation Report explaining how Orsted has had regard to responses will be submitted as part of the DCO application.

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Hornsea 4



Our ref. B42

Statutory consultation was carried out by Orsted between 13th August 2019 and 23rd September 2019. This consultation included:

- Consultation with prescribed bodies, host and neighbouring authorities and any persons with an interest in land affected by Hornsea Four (under Section 42);
- Consultation with the local community near Hornsea Four (under Section 47); and
- General public consultation on Hornsea Four (under Section 48).

Orsted has prepared a Preliminary Environment Information Report (PEIR) (which is a draft version of the Environmental Statement). The PEIR sets out the preliminary findings of the Environmental Impact Assessment (EIA) undertaken to date and forms the basis of this statutory consultation. A non-technical summary of the PEIR has also been prepared. The purpose of the PEIR is to enable consultees to understand the likely environmental effects of Hornsea Four and to help inform consultation responses.

You are invited to consider the proposed application for Hornsea Four and the information provided in the PEIR and Orsted is keen to receive your comments on Hornsea Four and the PEIR.

In considering responses to the statutory consultation carried out previously and as part of the ongoing design development, Hornsea Four now proposes that the permanent access for the onshore substation and energy balancing infrastructure will be taken directly from the A1079. A wider temporary access will also be located in this location in order to construct the onshore substation, energy balancing infrastructure and onshore export cable corridor. The location of the temporary and permanent access has been selected so as to route construction, and operation and maintenance traffic away from Cottingham and Dunswell. Hornsea Four also proposes to move the access 15m away from the Birkhill Wood to reduce any impacts on the ancient woodland.

The potential for the temporary onshore substation and energy balancing infrastructure construction access to become a permanent operational and maintenance access was initially identified within the PEIR (Volume 1, Chapter 3: Site Selection and Consideration of Alternatives and Volume 1, Chapter 4: Project Description). In response to a number of consultation responses received from local residents, parish councils and engagement with the local highway authority, Hornsea Four now proposes that an access track will remain in situ for the lifetime of the offshore wind farm, removing the requirement to route vehicles from the south, through Cottingham.

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This change was first communicated in December 2019 Consultation Summary Report and then in the May 2020 newsletter, both of which were sent via post to all residents in our consultation zone and are available for viewing on the project website:

Our ref. S42

<https://hornseaprojects.co.uk/hornsea-project-four/documents-library>

Further detail on these changes, including vehicle numbers associated with the permanent access road is enclosed in the Supporting Information.

A map showing the access changes is also provided. See **Map 1: S42 Overview Map of access changes**

PLEASE FIND ENCLOSED

- Hard copy of notice publicised in accordance with Section 48 of the Act.
- Hard copy of the Targeted Statutory Consultation Plan (Please see **Map 1**)
- S42 Consultation Supporting Information
- A link to the Hornsea Four website (<https://hornseaprojects.co.uk/hornsea-project-four/documents-library/formal-consultation>) where materials can be downloaded.
 - Statutory Consultation Plan/s;
 - Full PEIR including a Non-Technical Summary, Introductory Chapters, offshore chapters, onshore chapters, Introductory Chapter Annex's, offshore chapter annex's, onshore chapter annex's;
 - Impacts Register;
 - Commitments Register;
 - Draft Development Consent Order (DCO) and Deemed Marine Licences; and
 - Outline protocols, plans and strategies.

The above consultation materials are available on USB upon request.

Please note that a copy of this notice has been included for information only. The deadline for your response is set out in this letter.

FURTHER INFORMATION

Documents, plans and maps showing the nature and location of Hornsea Four, including the PEIR (with a non-technical summary) for Hornsea Four, can be accessed in the Documents Library on the Hornsea Four website here:

Hornsea 4



<https://hornseaprojects.co.uk/hornsea-project-four/documents-library/formal-consultation>

Our ref. B42

Please note, hard copies of the PEIR and other consultation documents will not be available at the locations identified in the Section 48 Notice but are all accessible online using the link above.

For any enquiries in relation to any documents, plans or maps relating to Hornsea Four, the PEIR and/or other consultation information please contact Orsted on [REDACTED] using the email address or postal address listed below.

RESPONDING TO THIS CONSULTATION

Orsted welcomes your comments on Hornsea Project Four, the PEIR and other consultation information. Any responses to, or other representations in respect of, Hornsea Four and/or the PEIR and other consultation information should be sent to Orsted:

- By email to: hornseaprojectfour@orsted.co.uk or;
- By post to:
Hornsea Project Four Offshore Wind Farm
Orsted, 5 Howick Place, London, SW1P 1WG

Orsted requests that any response or representation in respect of the proposed DCO must be;

- received by Orsted no later than midnight on **8th September 2020** to be considered;
- be made in writing (email/letter);
- state the grounds of the response or representation;
- indicate who is making the response or representation; and
- provide an address to which any correspondence relating to the response or representation may be sent.

Please note that responses and other representations will be recorded in the Consultation Report and may be made public.

Guidance on the pre-application process and the Act can be found on the Planning Inspectorate's website:
<http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/>

NEXT STEPS

As mentioned above, consultation under section 42 of the Act is a formal part of the pre-application process for a DCO. Hornsea Four will have regard to comments received during this consultation period and a Consultation

Hornsea 4

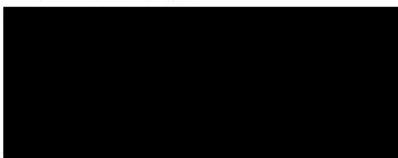


Report explaining how Hornsea Four has had regard to responses will be submitted as part of the DCO application.

Our ref. 842

If you have any questions regarding the process or content of this consultation, please do not hesitate to get in touch.

Yours faithfully



Julian Carolan
Consent Project Manager
Hornsea Project Four Offshore Wind Farm

Freephone



S48 notification

SECTION 48, PLANNING ACT 2008

REGULATION 4, THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER (DCO) TO CONSTRUCT, OPERATE, MAINTAIN AND DECOMMISSION AN OFFSHORE WIND FARM KNOWN AS THE HORNSEA PROJECT FOUR OFFSHORE WIND FARM

1. Notice is hereby given that Orsted Hornsea Project Four Limited, of 5 Howick Place, London, SW1P 1WG (hereafter referred to as 'the Applicant') intends to apply to the Secretary of State for a DCO under Section 37 of the Planning Act 2008 for the construction, operation, maintenance and decommissioning of an offshore wind farm generating station, and to connect the wind farm to the national grid ('Hornsea Four').
2. The proposed generating capacity of the offshore wind farm will exceed 100 MW and therefore it will be a nationally significant infrastructure project and will be authorised by a DCO.
3. The proposed application for development consent for Hornsea Four is being compiled by and consulted upon by the Applicant.
4. Hornsea Four is "EIA development" for the purposes of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works involved constitute development for which an Environmental Impact Assessment is required and the proposed application for a DCO will therefore be accompanied by an Environmental Statement (ES).
5. The offshore wind turbines will be located in the western portion of the former Hornsea Round 3 Zone (referred to as the "array area"), which has a total area of 600 km² and is located approximately 65 km (at its closest point) off Flamborough Head on the Yorkshire coast.
6. The proposed DCO will, among other things, license and authorise:

Offshore:

- 6.1 the construction and operation of up to 180 offshore wind turbines, with a maximum blade tip height of 370 metres (above lowest astronomical tide) and their foundations;
- 6.2 the construction of up to 10 offshore platforms within the array area, accommodating either (depending on final design);
 - 6.2.1 high voltage alternating current (HVAC) consisting of up to 6 transformer substations and up to 1 accommodation platform, or
 - 6.2.2 high voltage direct current (HVDC) consisting of up to 6 transformer substations, up to 3 offshore HDVC converter platforms, and up to 1 accommodation platforms.
- 6.3 3 offshore HVAC booster substations may be included at locations within the offshore cable route (at the surface);
- 6.4 the construction of a network of subsea array and interconnector cables connecting the wind turbines, offshore booster substations, offshore converter stations and offshore accommodation platform;
- 6.5 the construction of a subsea electrical connection to the shore, the mode of transmission of which may be HVAC or HVDC, running in a westerly direction from the boundary of the array area to the proposed landfall at Fraisthorpe, including cable and pipeline crossing works, consisting of up to 6 subsea export cables which may connect with the offshore HVAC booster stations (if required);
- 6.6 associated and/or ancillary works including: scour protection around the foundations of the offshore structures; cable protection measures such as rock placement and/or placement of concrete / frond mattresses; disposal of seabed sediment dredged during the installation of cables and the foundations of the offshore structures;

Onshore in East Riding of Yorkshire:

- 6.7 the construction of a foreshore connection consisting of an extension of the underground export cables comprising the subsea electrical connection to the shore, crossing underneath the beach and terminating at the onshore electrical cable transition joint bays;

- 6.8 the construction of jointing pits (including link boxes) along the underground export cables connecting the underground electrical cable transition joint bays to the electrical transmission Substation;
 - 6.9 the construction of up to 6 underground electrical cable transition joint bays, housing the connections between the offshore subsea export cables and the onshore underground export cables;
 - 6.10 the construction of underground export cables buried in up to 6 trenches, running in a south / south-westerly direction for approximately 40 km. The export cables connect to Creyke Beck National Grid substation, located between Cottingham and Beverley in East Riding of Yorkshire;
 - 6.11 the construction of an HVDC converter/HVAC substation, connected with export cables to and from the onshore export cables running from landfall at Fraisthorpe or with export cables to and from HVAC booster station, and with export cables to the Creyke Beck National Grid substation;
 - 6.12 in relation to the HVAC booster station, HVDC converter/HVAC substation and connection works within the Creyke Beck National Grid substation, the construction of auxiliary equipment, support buildings, private roads and hardstanding;
 - 6.13 the construction of temporary haul roads and temporary access tracks, both alongside and separate from the export cable route used for the purpose of constructing the underground export cables connecting the underground electrical cable transition pits to the Creyke Beck National Grid substation;
 - 6.14 associated and/or ancillary works including: archaeological and ground investigations, drainage works; improvements to the verges, highways and private access roads; works to alter the position of apparatus, including mains, sewers, drains and cables; works affecting non-navigable rivers, streams or watercourses; landscaping and other works to mitigate any adverse effects of the construction, operation, maintenance or decommissioning of the authorised project, including but not limited to ecological monitoring and mitigation works;
 - 6.15 such other works and apparatus, plant and machinery as may be necessary or expedient for the purposes of or in connection with the construction of the authorised project;
 - 6.16 if required, the temporary stopping up, alteration or diversion of any street;
 - 6.17 if required, the permanent and/or temporary compulsory acquisition of land and/or rights for Hornsea Four; and
 - 6.18 as required, the application and/or disapplication of legislation relevant to Hornsea Four.
- 7 Documents showing the nature and location of Hornsea Four including a non-technical summary of the preliminary environmental information report for Hornsea Four, can be accessed free of charge during Formal Consultation from 13 August 2019 until 23 September 2019 at the places and times set out below:

Venue	Opening hours
Beverley Customer Service Centre, 7 Cross Street, Beverley, HU17 9AX	Monday, Tuesday, Wednesday and Thursday: 9:00am-5pm, Friday: 9:00am-4:30pm
Bridlington Customer Service Centre*, Bridlington Town Hall, Quay Road, Bridlington, YO16 4LP	Monday, Tuesday, Wednesday and Thursday: 9:00am-5pm, Friday: 9:00am-4:30pm
Cottingham Centre, Market Green, Cottingham, HU16 5QG	Monday and Tuesday: 9:30am-4:30pm, Thursday: 9:30am-6:30pm, Friday: 9:30am-1:00pm, Saturday: 9:30am-12:30pm
Goole Customer Service Centre, Council Offices, Church Street, Goole, DN14 5BG	Monday, Tuesday, Wednesday and Thursday: 9:00am-5pm, Friday: 9:00am-4:30pm
Pocklington Pocela Centre, 23 Railway Street, Pocklington, YO42 2QU	Monday: 9:30am-4:30pm, Tuesday: 9:30am-6:30pm, Thursday: 9:30am-4:30pm, Friday: 9:30am-1:00pm, Saturday: 9:30am-12:30pm
Hornsea Customer Service Centre, Council Offices, 75 Newbegin, Hornsea, HU18 1PA	Monday, Tuesday, Wednesday and Thursday: 9:00am-5pm, Friday: 9:00am-4:30pm
Withernsea Centre, Queen Street, Withernsea, HU19 2HH	Monday: 9:30am-4:30pm, Tuesday: 9:30am-6:30pm, Thursday: 9:30am-4:30pm, Friday: 9:30am-1:00pm, Saturday: 9:30am-12:30pm
The Treasure House*, Champney Road, Beverley, HU17 8HE	Monday: 9:30am-5pm, Tuesday: 9:30am-8pm, Wednesday 9:30am-5pm, Thursday: 9:30am-8pm,

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	Friday: 9:30am-5:00pm, Saturday: 9:00am-4:00pm
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**Printed copy of the Preliminary Environmental Information Report available at this location.*

8 The aforementioned documents will also be available at public exhibitions to be held as follows:

Date	Venue	Time
Barmston and Fraisthorpe Village Hall, Sands Lane, Barmston, YO25 8PG	Monday 2 nd September	2pm to 8pm
Lockington Village Hall, Chapel Street, Lockington, YO25 9SN	Tuesday 3 rd September	2pm to 8pm
Cottingham Civic Hall, Market Green, Cottingham, HU16 5QG	Wednesday 4 th September	2pm to 8pm
Foston on the Wolds Village Hall, Main Street, Foston, YO25 8BJ	Saturday 7 th September	10:30am to 4pm

9 Where a copy of the documents is requested from the Applicant, this can be provided free of charge on a USB card. The documents can be made available in hard copy format on request at a cost of:

- Non-Technical Summary of Preliminary Environmental Information – free on request;
- Preliminary Environmental Information Report Volumes 1-3 - £200;
- Preliminary Environmental Information Report Annexes - £600;
- Other documents including Draft Report to Inform Appropriate Assessment and supporting Annexes - £350; and
- Total cost for all documents - £1,160.

Further details in relation to Hornsea Four and the aforementioned documents can be found on the Hornsea Four website <https://hornseaprojects.co.uk/en/Hornsea-Project-Four/> or requested from the email or postal addresses below.

10 Any responses to, or other representations in respect of, Hornsea Four should be sent to the Applicant, care of Orsted, by email to hornseaprojectfour@orsted.co.uk or by post to Humphrey Laidlaw, Hornsea Project Four offshore wind farm, Orsted, 5 Howick Place, London, SW1P 1WG.

11 Any response or representation in respect of the proposed DCO must (i) be received by the Applicant no later than 23 September 2019, (ii) be made in writing (email or letter format), (iii) state the grounds of the response or representation, (iv) indicate who is making the response or representation, and (v) give an address to which correspondence relating to the response or representation may be sent.

12 Responses and other representations may be made public.

Hornsea 4

Hornsea Project Four Offshore Wind Farm Important notice for the owners and any occupiers



To: The unknown owners, lessees, tenants or occupiers of this land and the subsoil of this land described and shaded red on the accompanying plan and anyone with an interest in it or with the power to sell, convey or release it or people who could have a claim for compensation as a result of the below noted project going ahead.

Orsted Hornsea Project Four Limited, of 5 Howick Place, London, SW1P 1WG (hereafter referred to as 'the Applicant') intends to apply to the Secretary of State for a Development Consent Order (DCO) under Section 37 of the Planning Act 2008 for the construction, operation, maintenance and decommissioning of an offshore wind farm generating station, and to connect the wind farm to the national grid ('Hornsea Four').

The Applicant are proposing to develop an offshore wind farm in the North Sea, which will involve the installation of new offshore wind turbines located in the "array area", which has a total area of 600 km² and is located approximately 65km east of Flamborough Head on the Yorkshire coast.

The electricity generated from Hornsea Four will be transmitted via subsea electricity cables. The Hornsea Four offshore cable corridor extends from the southwestern boundary of the array area in a west-south-westerly direction to the East Riding of Yorkshire coastline. From the East Riding of Yorkshire coast, underground onshore cables will connect the offshore wind farm to an onshore high voltage direct current (HVDC) converter station or a high voltage alternating current (HVAC) substation, which in turn, will connect to the existing Creyke Beck National Grid substation, located to the north of Cottingham. The mode of transmission will be either HVDC, HVAC or a combination of the two. Depending on the mode of transmission, a HVAC booster station may be required (onshore and/or offshore). The onshore cable corridor search area currently comprises an 80m wide corridor within which a 60m onshore cable corridor permanent easement will be located.

The development of Hornsea Four may affect the land identified in this notice. The Applicant has been unable to identify all rights in and ownership of the land and sub soil of the land shown shaded in red on the attached plan. Pursuant to Section 42 of the Planning Act 2008 we are seeking to consult people who may have an interest in this land, including owners, tenants, lessees or occupiers of the land or persons with the power to sell, convey or release the land, or people who could have a claim for compensation as a result of Hornsea Four going ahead.

This notice is therefore intended to inform anyone who may have a relevant interest (under section 42 of the Planning Act 2008) in the land as set out above of the consultation to seek their views. Please note that this consultation phase pursuant to Section 42 of the Planning Act 2008 closes on 8 September 2020.

If you believe you have a relevant interest then we should be grateful if you would contact Orsted using the contact details set out below as soon as possible quoting reference on the accompanying plan.

- Email: hornseaprojectfour@orsted.co.uk
- Write to: Hornsea Project Four Offshore Wind Farm, Orsted, 5 Howick Place, London, SW1P 1WG

Hornsea Four is "EIA development" for the purposes of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The proposed application for a DCO will therefore be accompanied by an Environmental Statement (ES). The proposed DCO will also seek the compulsory acquisition of land and rights over land, including the power to take temporary possession of land to construct and maintain Hornsea Four.

Further details can be found on the Hornsea Four website <https://hornseaprojects.co.uk/en/Hornsea-Project-Four> or requested from the email or postal addresses below. Any responses to, or other representations in respect of, Hornsea Four should be sent to the Applicant, by email to hornseaprojectfour@orsted.co.uk or by post to Hornsea Project Four Offshore Wind Farm, Orsted, 5 Howick Place, London, SW1P 1WG.

Any response or representation in respect of the proposed DCO must (i) be **received by the Applicant no later than 8 September 2020**, (ii) be made in writing, (iii) state the grounds of the response or representation, (iv) indicate who is making the response or representation, and (v) give an address to which correspondence relating to the response or representation may be sent. Responses and other representations may be made public.

Documents, plans and maps showing the nature and location of Hornsea Four and including the preliminary environmental information report are available to view in the Documents Library on the Hornsea Four website: <https://hornseaprojects.co.uk/hornsea-project-four/documents-library/formal-consultation>

For any enquiries in relation to any documents, plans or maps relating to Hornsea Four you can contact Orsted on 0808 169 3030 or using the email address or postal address listed in this notice.

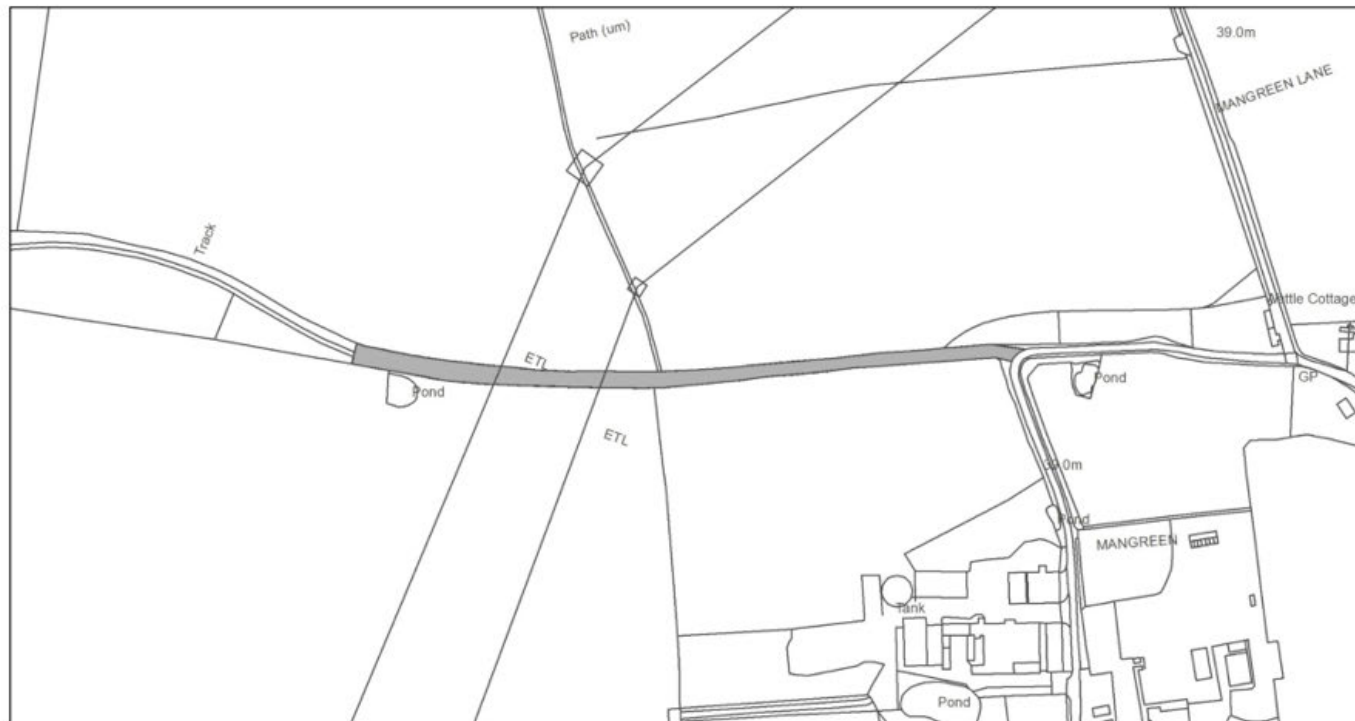
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Hornsea 4

Hornsea Project Four Offshore Wind Farm Important notice for the owners and any occupiers



Land Description: <<ParcelDescription>>



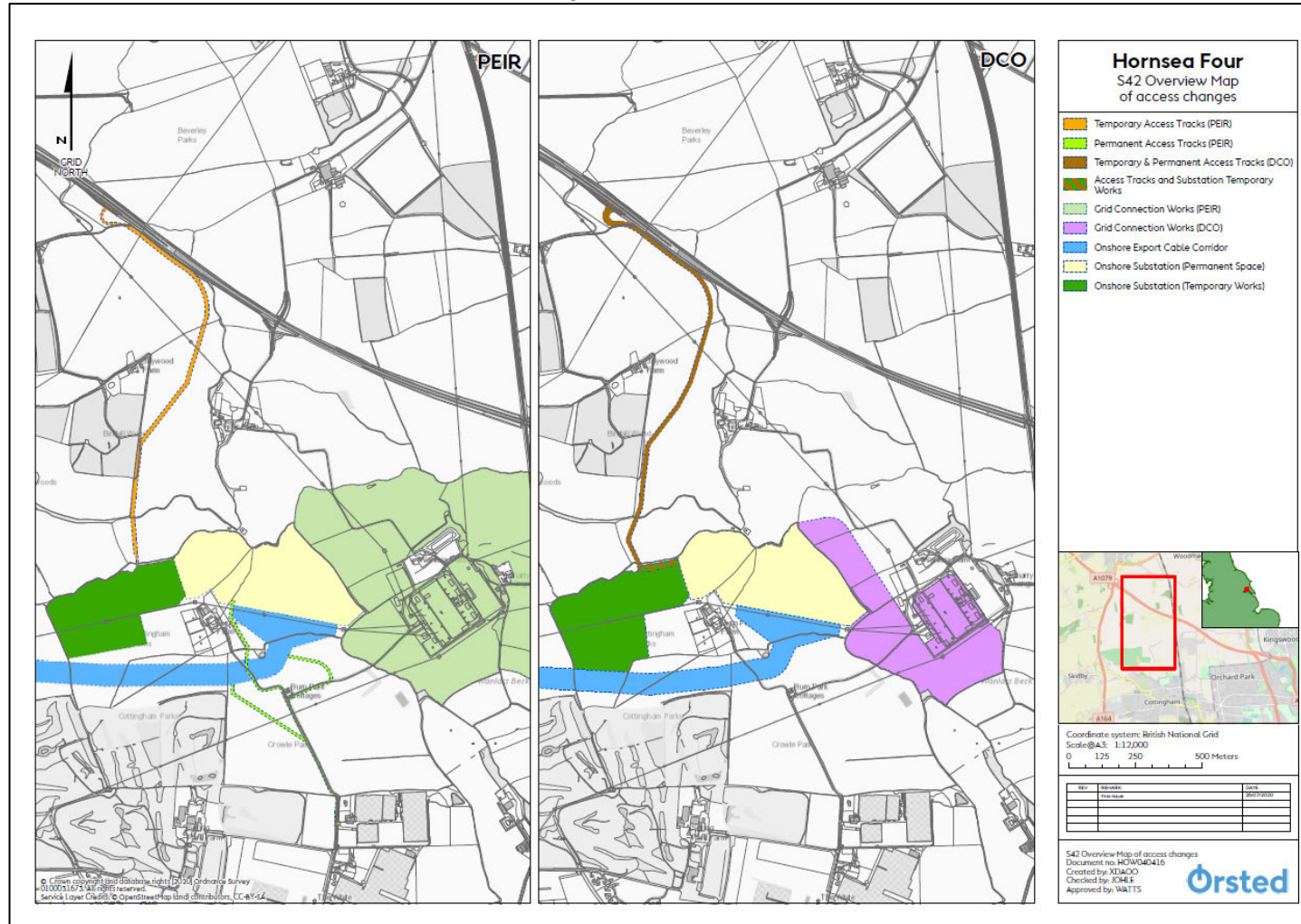
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Hornsea 4

Hornsea Four S42 onshore substation overview map



Targeted statutory consultation [2] supporting information

Hornsea 4

XXXXX
XXXXXX
XXXX
XXXX

Supporting information to S42 Consultation Notification 31 July 2020

Your ref. Hornsea Four S42(2)
Our ref. S42(2)

Hornsea Project Four Offshore Wind Farm– Amendments to Hornsea Four onshore substation (OnSS) construction and operation and maintenance access strategy.

This document provides the rationale and supporting information for proposed amendments to the Hornsea Project Four Offshore Wind Farm onshore substation (OnSS) and energy balancing infrastructure (EBI) access requirements. The changes have arisen following consideration of Section 42 consultation responses on the Preliminary Environmental Impact Report (PEIR), ongoing design development and engagement with parish councils and the local highway authority.

In outline the amendments to the access requirements comprise:

1. Removal of construction and operation and maintenance access tracks from the south of the OnSS site, avoiding routeing traffic through Cottingham via Park Lane.
2. Proposed use of the previously identified OnSS construction access road, off the A1079, as a permanent access road, to facilitate both construction and operation and maintenance traffic.
3. Rerouting of the access road.

Access Strategy

Due to the removal of access tracks from the south, the Hornsea Four access off the A1079 will route all construction, operation and maintenance traffic associated with the:

- OnSS and EBI;
- Onshore export cable corridor (ECC); and
- 400kV grid connection to the existing national grid electricity transmission (NGET) substation and Creyke Beck.

Orsted Hornsea Project Four Ltd. 5 Howick Place, Westminster London SW1P 1WG United Kingdom orsted.com
Registered office: 5 Howick Place, London SW1P 1WG, United Kingdom Company no. 08594182

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Hornsea 4



Construction Traffic movements

Our ref. 542

The peak daily HGV two-way movements associated with the access off the A1079 would be 267, including both inbound and outbound trips. This would comprise approximately 144 laden HGVs per day during the busiest period of construction. The peak construction traffic demand has been derived based on several worst-case assumptions and contingencies, to inform environmental assessments.

Further details on the methodology and resulting traffic flows is presented in PEIR Volume 6, Annex 7.1: Traffic and Transport Technical Report. An updated version of which will be presented as part of the DCO.

Operation and Maintenance Traffic Movements

Operation and maintenance requirements for the OnSS and EBI will be both preventive and corrective. The onshore infrastructure will be consistently monitored remotely, and visits will occur in a small technicians' van via the established permanent access. Visits are anticipated to comprise:

- OnSS - staff will visit approximately once every six months.
- EBI – approximately 10 visits per annum, with two vehicles each time.

Access Road Rerouting

As shown in **Map 1**, the access road has been slightly rerouted since the PEIR. The road has been moved 15m to the east of Birkhill Wood to:

- reduce potential impacts from traffic emissions on the designated ecological receptor; and
- maintain the root protection areas of the ancient woodland.

Separation distances (approximately 150m) from the nearest residential properties have been retained.

Conclusion

The proposed amendments to the construction and operation and maintenance strategy in the area surrounding the OnSS and EBI have been informed by engagement with the local highway authority and parish councils and consultation responses received from nearby residents.

The amended routing of the access road for construction, and its continued use during operation and maintenance, does not introduce any additional receptors, or potentially significant effects, over and above that considered in the PEIR. This is due to the minor nature of the rerouting, and the low number of vehicles anticipated during operation and maintenance.

Hornsea 4



An assessment of the proposed changes taken forward into the DCO application will be presented in the Environmental Statement submitted by Hornsea Four in support of the application.

Our ref. 542

If you have any questions regarding the process or content of this consultation, please do not hesitate to get in touch.

Yours faithfully




Julian Carolan
Consent Project Manager
Hornsea Project Four Offshore Wind Farm

Freephone: 

Targeted Statutory Consultation [3] under Section 42 of the Planning Act 2008 ((30 June – 30 July 2021) – Consultation documents

S42 targeted statutory consultation [3] letter notification

Hornsea 4



S42 Additional Targeted Consultation Notification

Dear Sir/ Madam,

Hornsea Project Four Offshore Wind Farm – Relocation of a Hornsea Four temporary construction access (Platwoods Farm – Lazaat access track) to collaborate with the A164 Jock’s Lodge Highway Improvement Scheme.

28 June 2021

Targeted Statutory Consultation under Section 42 of the Planning Act 2008.

Your ref. Hornsea Four S42(3)
Our ref. S42(3)

We are writing to you as you have been identified as a consultee for the purposes of section 42(1) of the Planning Act 2008 in respect of the Hornsea Project Four Offshore Wind Farm (Hornsea Four).

We have previously consulted with you on our proposals for Hornsea Four including our formal statutory consultation on the proposed DCO application and Preliminary Environmental Information Report (PEIR) which ran between 13 August and 23 September 2019 and two subsequent rounds of Targeted Consultation which ran between 17 February and 18 March 2020 and 4 August and 8 September 2020.

As you will be aware Hornsea Four is located approximately 69 km east of Ramborough Head in the southern North Sea. The electricity generated from Hornsea Four will be transmitted via subsea electricity cables to the East Riding of Yorkshire coastline. From the East Riding of Yorkshire coast, underground onshore cables will connect the offshore wind farm to an onshore high voltage direct current (HVDC) converter station or a high voltage alternating current (HVAC) substation, which in turn, will connect to the existing Creyke Beck National Grid substation, located to the north of Cottingham.

This Targeted Statutory Consultation under section 42(1) of the Act is to consult with you on proposed relocation of an existing construction access location (Platwoods Farm – Lazaat access track) to collaborate with the A164 Jock’s Lodge Highway Improvement Scheme.

This statutory consultation commences on 30 June 2021 and closes at midnight on **30 July 2021**. Please see below for more information on how to view and comment on our proposed application.

Background

Orsted Hornsea Project Four Ltd. 5 Howick Place, Westminster London SW1P 1WG United Kingdom [REDACTED] orsted.com
Registered office: 5 Howick Place, London SW1P 1WG, United Kingdom Company no. 08584182

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Our ref. S42

The A164 Jock's Lodge Highways Improvement Scheme is being promoted by East Riding of Yorkshire Council (ERYC) and was granted planning permission in July 2020 (hereafter the 'Jock's Lodge Scheme'). The Jock's Lodge Scheme will change the A164 at the location of the existing Hornsea Four access option (shown in **Map 1**) from a single to a dual carriageway. In January 2021, ERYC made a Side Roads Order and a Compulsory Purchase Order under the Highways Act 1980 for the Jock's Lodge Scheme.

As the detailed design of the Jock's Lodge Scheme has developed it has become apparent that the Jock's Lodge Scheme works would potentially conflict with Hornsea Four's existing construction access in the following ways:

- Due to the amended highways layout, the Hornsea Four existing construction access would require significantly more engineering and construction works than anticipated. These works would include on and off ramps to provide a safe highways arrangement to facilitate the construction of Hornsea Four and the continued use of the A164; and
- The proposed non-motorised user (NMU) / agricultural track (consented as part of the Jock's Lodge Scheme) that will run adjacent to the A164 (as shown on **Map 1**) would need to be diverted if the existing Hornsea Four construction access was progressed. The diversion would be required to provide a safe crossing location, set back from the A164, to allow Hornsea Four construction vehicles to safely turn off the A164, with sufficient space / visibility prior to crossing the NMU / agricultural track.

A workshop was organised with ERYC to discuss the access point from the A164 to the Hornsea Four cable corridor and the interaction between the Jock's Lodge Scheme and Hornsea Four. This workshop discussed the potential conflicts and suitable alternatives.

Proposed Change

At the workshop ERYC requested that the existing Hornsea Four construction access point was moved to the south, to utilise the proposed NMU / agricultural track for Hornsea Four construction traffic, for the construction of a short section of the Hornsea Four onshore export cable corridor (approximately 200m). This request was made to reduce the overall construction activity and the number of accesses taken off the A164. It is noted that construction traffic volume is anticipated to be low in this location and necessary management measures will be developed with local stakeholders to ensure cooperation and safety during construction.

A map showing the existing and proposed access routes (**Map 1**) is also enclosed.

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THE DEVELOPMENT CONSENT ORDER APPLICATION

Our ref. S42

As the proposed generating capacity of Hornsea Four exceeds 100 megawatts (MW) it is classified as a Nationally Significant Infrastructure Project as defined by Section 15(3) of the Planning Act 2008 (as amended) (the Act), for which Orsted must apply for a Development Consent Order (DCO). If the DCO application is accepted, the Planning Inspectorate will then process and examine the application and then make a recommendation to the Secretary of State for Business, Energy and Industrial Strategy. The final decision on the DCO application will be made by the Secretary of State.

The DCO application will contain full details of Hornsea Four and will be accompanied by an Environmental Statement prepared under Section 37(3) of the Act and in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the Regulations).

The proposed DCO will include powers for Orsted to construct, operate, maintain and decommission Hornsea Four, including Deemed Marine Licence(s). The proposed DCO will also seek the compulsory acquisition of land and rights over land, including the power to take temporary possession of land to construct and maintain Hornsea Four.

Hornsea Four is currently in the pre-application phase, with a DCO application expected to be submitted in Q4 2021. Under the Act, Orsted is required to carry out consultation on the proposed DCO application before submission and will have regard to the responses received in the final design of Hornsea Four, and in the assessment and mitigation of its environmental impacts. A Consultation Report explaining how Orsted has had regard to responses will be submitted as part of the DCO application.

PLEASE FIND ENCLOSED

- Hard copy of the Targeted Statutory Consultation Plan (Please see Map 1)

FURTHER INFORMATION

Further information regarding Hornsea Four (including the consultation information referred to above and the PEIR) can be found in the Documents Library on the Hornsea Four website: <https://hornseaprojects.co.uk/hornsea-project-four/documents-library/formal-consultation>

For any enquiries in relation to any documents, plans or maps relating to Hornsea Four, the PEIR and/or other consultation information please contact Orsted on [REDACTED] or using the email address or postal address listed below.

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Our ref. 542

RESPONDING TO THIS CONSULTATION

Orsted welcomes your comments on Hornsea Project Four and the Targeted Consultation. Any responses to, or other representations in respect of, Hornsea Four and/or the Targeted Consultation should be sent to Orsted:

- By email to: hornseaprojectfour@orsted.co.uk or;
- By post to:
Hornsea Project Four Offshore Wind Farm
Orsted, 5 Howick Place, London, SW1P 1WG

Orsted requests that any response or representation is;

- received by Orsted no later than midnight on **30 July 2021**;
- be made in writing (email/letter);
- state the grounds of the response or representation;
- indicate who is making the response or representation; and
- provide an address to which any correspondence relating to the response or representation may be sent.

Please note that responses and other representations will be recorded in the Consultation Report and may be made public.

Guidance on the pre-application process and the Act can be found on the Planning Inspectorate's website:

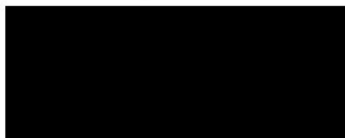
<http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/>

NEXT STEPS

As mentioned above, consultation under section 42 of the Planning Act 2008 is a formal part of the pre-application process for a DCO. Hornsea Four will have regard to comments received during the consultation period and a Consultation Report explaining how Hornsea Four has had regard to responses will be submitted as part of the DCO application.

If you have any questions regarding the process or content of this consultation, please do not hesitate to get in touch.

Yours faithfully



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INTERNAL

Hornsea 4



Julian Carolan
Consent Project Manager
Hornsea Project Four Offshore Wind Farm

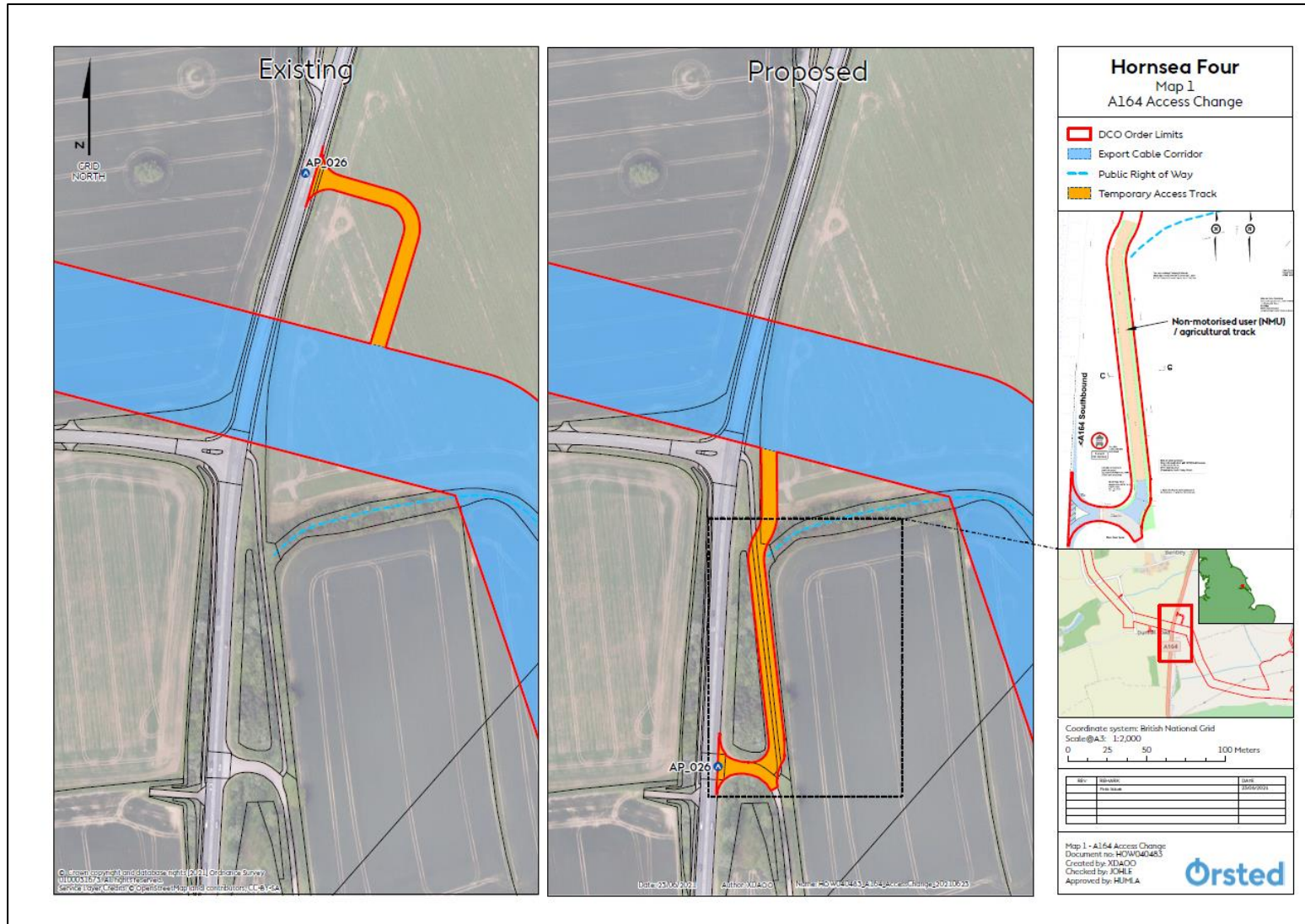
Our ref. S42

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Hornsea Four S42 access change overview map



S42 targeted statutory consultation [3] responses



Key comments received during Targeted Consultation 3 (30 June - 30 July 2021).

Comment	Project change? (Y/N/I or N/A) ¹	Project commitment? ² (Io/New/N/A)	Applicant response
<p>Lazaat Hotel requested a more detailed map and further information on the access change prior to confirming no objections to the proposals.</p>	N/A	N/A	<p>The Applicant provided an additional map and Andy Acum, Community Liaison Officer, met to answer any questions.</p>
<p>The move south for construction traffic access, under the circumstances of Jocks Lodge Scheme, seems sensible.</p> <p>My only concern, as part of the Beverley Ramblers Team involved in prior consultations with you at Cottingham, is continued access for walkers travelling north, from the south using the non-motorised/agricultural 'old road'. This is important for access to the Jillywoods Lane Public Right of Way (Skidby Footpath 12) thereby allowing walkers access to other routes to the east of Jillywoods Lane running north/south. Jillywoods Lane footpath is an important link route allowing excellent, popular circular walks from the Beverley and Cottingham areas.</p> <p>It is noted in your cover letter under 'Proposed Change' that, 'construction traffic volume is anticipated to be low in this location'. Could you please confirm access to the above PROW will still be available whilst also used for construction access?</p>	N/A	N/A	<p>Comments regarding the validity of the access change and general support of efforts to encourage the cooperation and interaction between the two projects is noted.</p> <p>The Applicant can confirm that appropriate management measures will be developed, through consultation with East Riding Yorkshire Council, to minimise disruption to the Non-motorised User Route (NMUR). General detail is provided in the Outline Public Right of Way Management Plan, which forms Appendix C of Volume F2, Chapter 2: Outline Code of Construction Practice, which will provide the basis of the detailed Code of Construction Practice.</p> <p>The Applicant will work with ERYC pre-construction and during construction to ensure the NMUR remains open when possible. This will involve the use of management measures to facilitate construction traffic and users of the NMUR itself. It is acknowledged that during the construction of the construction access road, and peak</p>

¹ N/A = Comment is not requesting a project change to be made; Y = Amendments made to the project design as a result of feedback from consultation; N = The applicant has had regard to the comment but determined that a change is not appropriate / justified in the circumstances; I = The applicant has had regard to the comment and incorporated into or considered when producing the assessment

² Io = primary Commitment relevant to this response; Change = any change to the existing Commitment as a consequence of the feedback; New = any new commitment resulting from the comment

			times of construction, the NMUR may need to be stopped up.
<p>Beverley Ramblers raised two further queries.</p> <p>First query: concerns the Non-Motorised User agricultural track running north from Lazaats Hotel. Your application states "construction traffic volume is anticipated to be low in this location." It appears from your Map 1 that this track will be significantly widened to accommodate your machinery. Please would you confirm that (1) use of this track by your machinery will not affect the hedges/trees lining the track, and (2) that you have placed in the public domain an appropriate vegetation survey, eg as required by the Hedgerow Regs 1997.</p>	N/A	N/A	<p>The amount of vegetation clearance required to facilitate construction traffic is dependent on the amount of overhanging vegetation within the Order Limits as shown on Map 1 of the consultation materials. Any vegetation that impedes construction traffic within the Order Limits may be removed or cut back. Additionally, it is dependent on the timing of the A164/Jocks Lodge Highway Improvement Scheme construction works, which is anticipated to undertake works to nearby vegetation.</p> <p>The Applicant has commissioned ecology surveys for Hornsea Four, in line with relevant regulations and requirements. An additional survey effort was undertaken at the location of the amended construction access, as presented in Appendix A of Volume A6, Annex 3.1: Extended Phase 1 Habitat Survey Report and Volume A6, Annex 3.2: Phase One Target Notes.</p>
<p>Second query: relates to your application for a Development Consent Order (DCO) under Section 15(3) of the Planning Act 2008 (as amended.) We understand your DCO application is to be submitted in Q4 2021. At both the western junction of Rowley FP No. 12 with the NMU agricultural track and at the section of your "blue corridor" on Map 1 where it crosses Jillywood Lane, there is the potential for damage to the lane, which is believed to be an ancient sunken lane with protected hedges on both sides. Are you planning to drill under the lane to take the cable? As you will know, the Hedgerow Regs 1997 require that your company surveys these hedges and ensure that steps are taken to mitigate the damage to vegetation during the construction work.</p> <p>If your surveys are not yet completed, perhaps you could make them available to the public and HMI after you have submitted the DCO application.</p>	N/A	N/A	<p>The Hornsea Four crossing over Jillywood Lane and Rowley Footpath No. 12 is to be undertaken by either Horizontal Directional Drill (HDD) or open cut, dependant on the pre-construction design phase and detailed design requirements. A full suite of environmental surveys are presented in Volume A6 of the Environmental Statement, including Volume A6, Annex 3.14: Hedgerow and Arboricultural Survey Report.</p>

<p>We note that the Jock's Lodge development and the Hornsea 4 project are going ahead in close proximity, and we appreciate that you are attempting to avoid disruption to public access as far as possible.</p>			
<p>Skidby Parish Council raised no objections to the proposals</p>	N/A	N/A	The Applicant notes this comment.
<p>From the information detailed on the plan KCOM has apparatus the area of your works and could be affected by it. KCOM attached a plan showing details of the areas which may be affected by your potential works. If the works go ahead and more detail is given to the construction of the entrance and access road leading to the site we can forward a C3 budget estimate for any diversionary works we need to carry out</p>	N/A	N/A	The Applicant and KCOM have worked together to agree Protective Provisions in respect of the Hornsea Project Four works. Once detailed designs are completed the Applicant will provide KCOM drawings to ascertain whether diversionary works are required. Upon determination, the Applicant will continue work with KCOM to ensure that a mutually satisfactory solution is put in place
<p>The Environment Agency has no formal comment on the proposed change.</p>	N/A	N/A	The Applicant notes this comment.
<p>Natural England has no formal comment on the proposed change.</p>	N/A	N/A	The Applicant notes this comment.