



The Planning Inspectorate

The Planning Act 2008

Application for Development Consent for Hornsea Project Four Offshore Wind Farm

Case Ref: EN010098

The Examining Authority's Note of an Unaccompanied Site Inspection

Background

The Examining Authority ('the ExA') undertook an unaccompanied site inspection to support the examination of an application for development consent for the proposed Hornsea Project Four Offshore Wind Farm ('the application') on Wednesday 9 February 2022.

The ExA carried out its unaccompanied site inspection from publicly accessible land (roads, footpaths and bridleways). No inspections were undertaken on private land, and advance permission to enter land was not required so these inspections could be undertaken on an unaccompanied basis.

The site inspection was undertaken in order to view the locations of the proposed landfall, cable route, compounds, onshore substation site and other elements of the proposed scheme in the context of the existing highway network and the surrounding area.

Particulars of the Site Visit

The visit was undertaken by: Stephen Bradley, Jo Dowling, Gavin Jones, Rod MacArthur and Andrew Mahon.

The visit was undertaken by car and on foot. Weather conditions were dry and sunny with a temperature circa ten degrees centigrade. Weather conditions were at all times suitable to appreciate long range views.

The inspections commenced at approximately 08:45 and finished at approximately 16:30. A list of the locations visited is attached in Annex A, an overview of the inspection route is attached in Annex B.



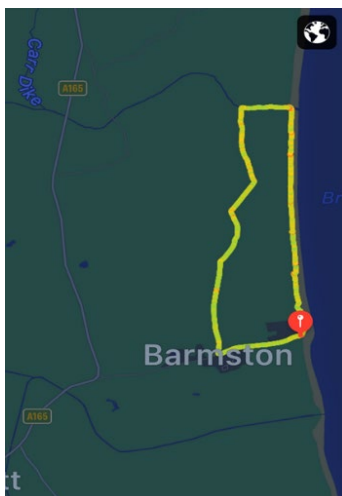
Annex A: List of locations visited on the Unaccompanied Site Inspection on Wednesday 9 February 2022

The ExA undertook a site inspection at the following locations.

Drove from Beverley to Sands Road and stopped at the eastern end of proposed Link No 3, where the access to proposed Work No 9a (temporary access track) was observed. Drove back to the A165 and headed south noting the approximate location where the onshore connection works (Work No 6) would cross under the A165 and the proposed location of Work No 9c (temporary logistic compound). The ExA then proceeded to **Barmston** Beach Car Park where the ExA looked out to sea to view the proposed location of the offshore wind turbine generating station and substations (Work Nos 1 and 2). The location of Westermost Rough windfarm to the southeast was observed.

The ExA then undertook walk 1 (see plan A below) and walked approximately 2km along the cliffs and beach to Earl's Dike, the northern Order limit at the landfall. In walking along the beach, the ExA noted the erosion of the cliffs and the pillbox that had slipped onto the beach. Standing on the beach the ExA observed the proposed location of Work Nos 5 (landfall connection works) and 9a (temporary access tracks). The ExA then followed the public footpath west inland a short distance where they observed the proposed location of Works No 6 (onshore connection works), 9a (temporary access tracks) and 9c (proposed logistics compound). The ExA then turned south and followed the footpath back to Barmston and the car.

Plan A: Walk 1, Barmston and Fraisthorpe beaches





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The ExA left Barmston and re-joined the A165 south, observing the proposed route of the onshore connection works (Work No 6) which would be to the north side of the A165 before it goes behind **Lissett** village and along the eastern and southern boundaries of the Airfield (Lissett wind farm), observing the proposed location of Work No 9a (temporary access track) and Work No 9c (temporary logistics compound) to the southeast of Lissett.

The ExA then drove over Lissett Bridge where the proposed route of the onshore connection works diverges westwards and so was no longer visible from the public highway. The ExA then drove south to Beeford and turned right into the village (B1249).

The ExA then took the B1249 through **Beeford**. Near the end of the village the inspection route turned right onto Fosten Lane/ Old Howe Lane which would be the proposed HGV access route 'Link 9 west of Beeford connecting via link 10 to AP-005 and AP-039' noting the ES finding that without mitigation there would be a likely significant effect on pedestrians [APP-031]. The ExA noted the location of Beeford Church of England (CV) Primary School and Busy Bees Nursery school.

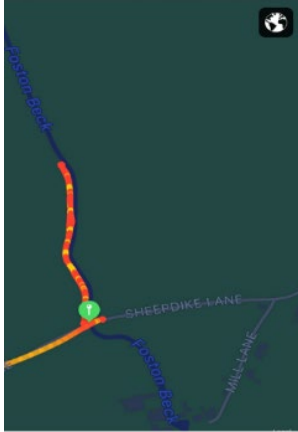
The ExA observed the approximate locations where the onshore connection works (Work No 6) would cross Old Howe Lane, just before the sharp bend that leads into Foston-on-the-Wolds and just after the junction with Long Lane. The ExA then went through **Foston-on-the-Wolds** noting that the proposed route for the offshore connection works would be located to the north of the village. The ExA was aware that Foston-on-the-Wolds is designated as a Conservation Area and that the road through the village on to Brigham is a proposed HGV route.

On leaving Foston-on-the-Wolds the ExA stopped at Sheepdike Bridge and undertook walk 2 (see plan B below) crossing over the bridge before turning north and walking along the public footpath that runs along the west bank of Foston Beck, noting that the area forms part of the River Hull Site of Special Scientific Interest (SSSI). The ExA observed the approximate location where the onshore construction works (Work No 6) would pass under the beck and through the adjacent fields.



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Plan B: Walk 2, Foston Beck and Sheepdike Lane



The ExA returned to the car and drove along Cowslams Lane and Cruckley Lane, observing the location of the proposed access point (Work No 9a) to the proposed onshore construction works (Work No 6).

At the crossroads with the B1249, the ExA drove straight across onto Brigham Lane and drove through **Brigham** to Brigham Bridge where the road crosses the Driffield Canal. The ExA observed the Public Right of Way (PRoW) that carries on from the end of the public road westwards that would be a temporary access track (Work No 9a).

The ExA then returned to the B1249 heading towards Driffield. The location of a temporary access track (Work No 9a) and temporary logistics compound (Work No 9c) and approximate location of where the onshore construction works (Work No 6) would cross the B1249 were observed.

The ExA drove to **Driffield** turning left onto Anderson Street and River Head (past the railway station), left onto Beverley Road proceeding south on the A164 before turning left into the village of **Hutton Cranswick**. The ExA drove through the village crossing over the railway line and onto Stockbridge Lane. The ExA then followed the road right onto Cross Lane. The ExA observed the location of Throstle Nest Farm and the former Blue Keld ice factory (now vacant) and the location just to the south of these buildings where the onshore construction works (Work No 6) would traverse Cross Lane. The ExA then turned left onto Carr Lane noting the approximate location between Bridge House and the wind turbine where the onshore construction works (Work No 6) would cross the lane and the location of the proposed temporary logistics compound (Work No 9c). The ExA then continued along Carr Lane/ Church Lane noting that this route would be a proposed access link (Link 34 east of Watton to AP-011 and



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AP-037) where the ES [APP-031] finds that without mitigation there would be a significant effect on pedestrians due to the narrowness of the lane. The ExA observed the width of the lane and noted that a variety of objects had been placed along the verge to deter vehicle usage.

The ExA then turned left re-joining the A164. After a few hundred metres the ExA turned left just after the 'School Slow' road markings onto Wilfholme Road. The ExA observed the approximate location of where the onshore construction works (Work No 6) would cross the road near Wilfholme Bridge. The ExA then continued along Wilfholme Road before turning right at the signpost for Aike and followed the road to the junction with Station Road. Turning right, the inspection continued by driving along Station Road, observing the approximate location of where the onshore construction works (Work No 6) would cross the railway line and the route through the adjacent fields. The ExA stopped on the eastern side of **Lockington Carr Cross** noting the alternative location in the northeast quadrant of the crossroads for a temporary logistics compound suggested by Lockington Parish Council [RR-018]. The ExA also observed the width of the road, levels and the lack of hedgerow along the boundary of the field to the north of the road. The ExA then crossed over the A164 and stopped on the western side of Lockington Carr Cross to observe the location of the timber bus shelter, road signs and gravelled footpath that leads to Lockington village. The ExA noted the location of the proposed temporary logistics compound (Work No 9c) and temporary access (Work No 9a) in the southwest quadrant of the crossroads. The ExA then drove into Lockington village before returning back along Station Road to the A164 to turn right noting the location of Bryan Mills Beck, a Local Wildlife Site and Bryan Mills Field, which is a SSSI.

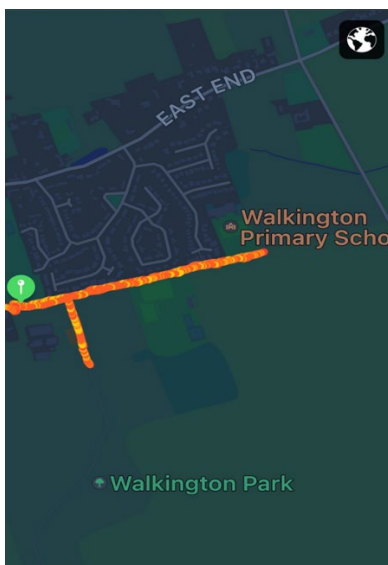
The ExA continued along the A164 (towards Beverley) passing through **Scorborough** before turning right onto Old Road. The ExA stopped where the road turns sharp left and observed the access road to Gomary Hall Farm which would be used as an access point to a temporary logistics compound (Work No 9c) and the onshore connection works (Work No 6). The ExA continued into **Leconfield** observing the proposed route of the onshore connection works (Work No 6) to the west of Old Road. On entering Leconfield, the ExA turned right onto Miles Lane. The ExA observed that the onshore connection works (Work No 6) would then cross Miles Lane just before the turning for the Beverley Clay Target Centre and continue through the fields to the east of Miles Lane before crossing the access to Rose Cottage Farm, skirting the site of the Medieval village of Raventhorpe and crossing the disused railway line/



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Wilberforce Way. The ExA then turned right onto the B1248 (towards Beverley). At the B1248/ A1035 roundabout the ExA took the A1035 south to the A1079/ A1025 roundabout and then the A1174 towards Beverley Racecourse to observe where the onshore connection works (Work No 6) would cross the road, the location of the sanctuary stone and the location of the proposed temporary logistics compound (Work No 9). The ExA then turned around and back at the roundabout took the A1079 exit towards Humber Bridge. At this point the A1079 goes into a cutting but the onshore connection works (Work No 6) would follow on the east side of the road approximately three to four hundred metres from the Burton Bushes SSSI (which is further east). The route would then cross the A1079 around the location of the second overbridge to run to the western side of the A1079. At this point the route diverges away from the A1079. The ExA exited at the next junction with the A164 (**Jocks Lodge**) turning left onto the A164 towards Humber Bridge. The ExA noted that this stretch of the A164 from the A1079 to Bentley is due for an upgrade that would include a new roundabout at Jocks Lodge. After approximately 1km the ExA turned right into Dunflat Road signposted towards Bentley continuing along Dunflat Road before turning right onto Coppleflat Lane. At the traffic lights the ExA turned left onto the B1230 into **Walkington**. Having driven through the village the ExA parked at All Hallows Church and walked the PRow to check views highlighted in the Applicant's Zone of Theoretical Visibility (ZTV) for the proposed onshore substation [APP-028, Figure 4.2](walk 3, see Plan C below).

Plan C: Walk 3, Walkington PRow



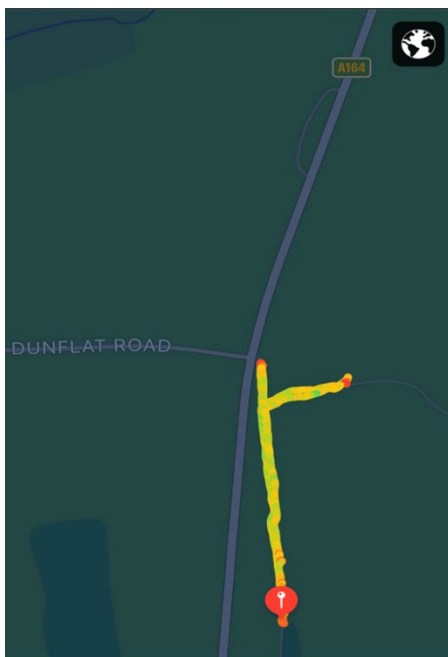


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The ExA then drove back through Walkington along the B1230 towards Beverley observing where the route would cross the B1230 before Broadgate Farm. The ExA then returned to the Walkington traffic lights turning left from the B1230/ Broadgate back onto Bentley Lane. The ExA observed the route of the onshore connection works (Work No 6) as it passed through the fields and crossed Bentley Lane twice. Just before Dunflat Gate the ExA noted the proposed location of a temporary construction compound (Work No 9).

The proposed route for the onshore connection works (Work No 6) would then cross the A164 before it would veer off to the south then the east. The ExA turned right onto the A164 towards Humber Bridge and then left at an unmarked junction into a layby/ old road/ cycle track. The ExA parked in the layby and looked east towards Platswood Farm and Creyke Beck sub-station. The ExA then proceeded along the cycle track (walk 4 see Plan D below) turning right onto **Jillywood Lane** which the ExA noted was a local wildlife site. The ExA then returned to Beverley.

Plan D: Walk 4, Jillywood Lane





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Annex B: Overview of the inspection route

