



# The Planning Inspectorate

## **The Planning Act 2008**

## **Application for Development Consent for Dogger Bank South Offshore Wind Farms**

### **Case Ref. EN010125**

## **The Examining Authority's Note of an Unaccompanied Site Inspection (USI1)**

### **Background**

The Examining Authority (the ExA) undertook an Unaccompanied Site Inspection to support the Examination of an application for Development Consent for the proposed Dogger Bank South Offshore Wind Farms on Tuesday 24 September 2024.

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 the inspections could be undertaken on an unaccompanied basis.

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

### **Particulars of the Site Inspection**

The inspection was undertaken by Jo Dowling, Helena Obremski, Laura Shorney and Matthew Tandy.

The inspection was undertaken by car and on foot. Weather conditions were dry, partly sunny and overcast with temperatures circa 15 degrees centigrade. Weather conditions were at all times suitable to appreciate long range views.

The inspection commenced at approximately 9am and finished at approximately 5.15pm. A list of the locations visited is attached at Annex A and an overview of the inspection route is attached at Annex B.



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## **Annex A: List of locations visited on the Unaccompanied Site Inspection (USI1) on Tuesday 24 September 2024**

The ExA undertook a site inspection at the following locations:

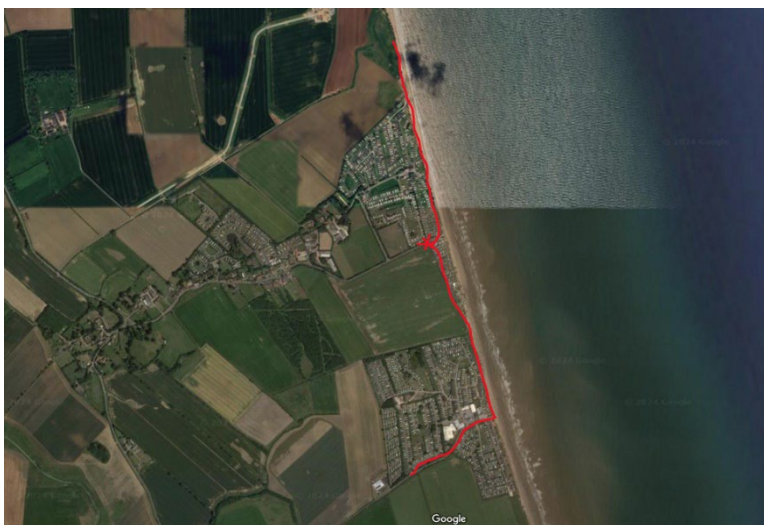
### **Emergency Beach Access**

Starting in Beverley, the ExA drove north-east via Hull Bridge Road (A1035), the A165 and Bridlington Road, turning right onto Allison Lane (B1242) and then turning left onto North Turnpike up to the junction of North Road where the ExA observed part of the proposed emergency beach access (Works No 10 A/ B) noting the nature of the track and land.

The ExA then drove back along North Turnpike and headed east, through the village of Ulrome via Main Street and Sand Lane. The ExA parked on Sand Lane and walked northwards along the beach parallel to the Seaside Caravan Park, approximately 1 kilometre (km) towards the junction with North Turnpike, observing the location of the proposed emergency beach access (Works No 9A/ B and 10A/ B) and the proposed emergency beach access temporary construction compound (Works No 11 A/ B). During the walk, the erosion of the cliffs was noted.

The ExA then walked back southwards along the beach, turning inwards at Sand Lane and further south along Southfield Lane, continuing parallel to Skipsea Sands Holiday Park. Again, cliff erosion was evident, with the southern end of Southfields Lane closed off and partly lost to the sea. The ExA then followed Mill Lane westwards for approximately 300m providing views southwards towards the proposed landfall location (Works No 13 A/ B). The ExA observed an existing pillbox (Scheduled Monument) situated in the field adjacent to the landfall area. The ExA then followed the same path back to Sand Lane.

### Map of Walk 1: Emergency Beach Access





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## Landfall Location

The ExA then drove through Ulrome via Sand Lane and Main Street, in a southerly direction via Skipsea Lane (B1242), through Skipsea eastwards via Hornsea Road and Cliff Road to the landfall location (Works No 13 A/ B). The ExA walked northwards along the cliffs of Driffield Beach for approximately 500 metres (m), following the proposed location of Works No 12 A/ B and Works No 8 A/ B. Again, the ExA observed erosion of the cliffs, with road closure signs in place at the end of Cliff Road. The ExA then turned back and walked westwards along Cliff Road, along the southern boundary of the proposed landfall area. The ExA observed a number of caravans and mobile homes located along the cliff frontage south of the landfall site. The ExA then walked along Hornsea Road noting Strawberry Fields Holiday Park situated south of the landfall area and adjacent to the location of the proposed satellite temporary construction compound on the corner of Cliff Road and Hornsea Road (Works No 16 A/ B). The ExA also viewed existing residential properties on the junction of Cliff Road and Hornsea Road (B1242) and observed the location of the proposed haul road (Works No 18 A/ B) and haul road crossing (Works No 15 A/ B). The ExA also viewed the proposed connection from the landfall to the onshore cable corridor (Works No 14 A/ B) and the location of the proposed trenchless crossing at Cliff Road and Hornsea Road.

### Map of Walk 2: Landfall Location



The ExA then travelled south along Hornsea Road and parked at Mr Moos Ice Cream Parlour and Touring Site. The ExA followed the existing footpath from the car park north and then eastwards, observing the Royal Observer Corps underground monitoring post and World War II spotting post, 200m north of Southfield House (Scheduled Monument) and their settings. The ExA noted views from the footpath north towards the proposed temporary construction compound (Works No 16 A/ B) adjoining the proposed landfall site. The ExA continued on this footpath for around 500m and viewed the Withow Gap Site of Special Scientific Interest (SSSI) and



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remains of a pillbox (Scheduled Monument) within the field to the south of the path and then returned to the car park.

### Map of Walk 3: Mr Moos Ice Cream Parlour and Touring Site



### **Onshore Cable Route**

The ExA drove back into Skipsea and parked on the corner of Hornsea Road and Leys Lane and walked down Leys Lane southwards following Skipsea Footpath No 6 for approximately 1km. The ExA observed the location and context of Hallgarth medieval hall and moat (Schedule Monument) and its setting, situated to the north of the proposed onshore cable corridor and the location where the proposed cable corridor would cross with Skipsea Footpath No 6. The ExA then returned via the same route.

### Map of Walk 4: Skipsea Footpath No 6





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The ExA drove westwards via Main Street and Beeford Road and observed the location of the Church of All Saints, (Grade I Listed Building). The ExA continued further westwards along Beeford Road and stopped in a layby north-west of the junction with Bewholme Road and observed the location and setting of Skipsea Castle (Scheduled Monument) and Skipsea Bail Mere SSSI, which are located to the north of Beeford Road, west of Skipsea and the Skipsea Brough Local Wildlife Site.

The ExA then drove southwards along Dunnington Lane to the approximate location where the proposed onshore cable corridor (Works No 14 A/ B) would cross Dunnington Lane, south of the sharp bend at Dunnington Grange. The ExA continued along Dunnington Lane, observing the proposed locations of the satellite temporary construction compound (Works No 16 A/ B), the onshore cable corridor (Works No 14 A/ B), construction vehicle crossing (Works No 15 A/ B), vehicle access from public highway (Works No 17 A/ B) and haul road (Works No 18 A/ B). The ExA also noted the verges and hedgerows of the Dunnington Road Local Wildlife Site. The ExA then continued westwards along Dunnington Lane towards Beverley Road and observed the area identified for improvements to the public highway (Works No 19 A/ B).

The ExA then turned right onto Beverley Road (A165) and drove north into Beeford and parked at the Tiger Inn Public House. The ExA noted temporary traffic lights towards the north of the junction of Beverley Road and Skipsea Road and observed traffic movements along the junctions of proposed links 2 and 5.

The ExA then turned back southwards along Beverley Road and turned left onto Dunnington Lane, before turning right, southwards through Dunnington along Billings Lane, which runs roughly parallel to the proposed onshore cable corridor. The ExA observed existing woodland and other vegetation between the road and cable corridor line. The drive continued southwards through Nunkeeling along Nunkeeling Lane and stopped at the approximate location where the proposed onshore cable corridor would cross Nunkeeling Lane, and the ExA looked at the context of the proposed trenchless crossing and proposed construction vehicle crossing of the public highway (Works No 15 A/ B). The ExA also noted the hedgerows and verges that form part of the Nunnington Lane Local Wildlife Site. The ExA continued further southwards and turned left at the junction with Catfoss Road and observed the area where improvements to the public highway (Works No 19 A/ B) are proposed along Catfoss Road as well as the location of the proposed works including: onshore cable corridor crossing Catfoss Road (Works No 14 A/ B); the temporary construction compound (Works No 16 A/ B); haul road (Works No 18 A/ B); and construction vehicle access from public highway (Works No 17 A/ B).

The ExA drove westwards along Catfoss Road before turning left and continuing southwards along Catfoss Lane, with the proposed cable corridor roughly running parallel to the east of the road. The ExA stopped just south of Manor Farm, Catwick





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Heads, and observed the entrance and part of the footpath Seaton No 10, which would be crossed by the proposed cable corridor to the south-east of Manor Farm.

The ExA then continued southwards and observed the private access road towards Catfoss Hall to the east. The ExA noted the nature, condition and management of its two bounding hedgerows that would be crossed by the proposed onshore cable corridor. The ExA then continued further south and observed the road just south of the Catfoss Hall access road towards the junction with Catwick Heads and the A1035, where improvements to the public highway (Works No 19 A/B) are proposed as well as a construction vehicle access and haul road (Works No 17 A/B and 18 A/B). The ExA noted the location of Catfoss Drain, which crosses Catfoss Lane, the location of the proposed onshore cable corridor just to the north of the junction, the proposed satellite temporary construction compound (Works No 16 A/B) and the construction vehicle access (Works No 17 A/B) from the A1035, to the south-east of the main road junction.

The ExA then drove eastwards along the A1035 and turned right, southwards onto Rise Road (B1243), observing the village of Sigglethorne and its Conservation Area. The ExA continued on Rise Road and turned right onto Catwick Heads, driving northwards. The ExA stopped at the location of the proposed crossing of the onshore cable corridor and observed the proposed construction vehicle crossing and haul road (Works Nos 15 A/B and 18 A/B). The ExA observed the location of Catwick Footpath No 8, crossing Catwick Heads, and the proposed onshore cable corridor. The ExA noted the existing largely dry pond, dense hedgerows along both sides of the road, and a number of trees.

The ExA then drove left along the A1035, through the village of Catwick and turned left onto Riston Road. The ExA continued past FD Bird & Sons and saw a number of HGVs driving on the road. The ExA then stopped at the location of the proposed onshore cable corridor crossing of Riston Road, approximately 500m to the south of FD Birds & Sons (Works No 15 A/B), and observed the potential impact on existing hedgerows.

The ExA continued its route southwards along Catwick Lane and Main Street through the village of Long Riston and its Conservation Area. The ExA then turned sharply right onto the A165 and observed the location of a proposed onshore cable crossing, approximately 200m to the north of Stonleygoat Dyke. The ExA also observed the location of the proposed main temporary construction compound (Works No 20 A/B), the construction vehicle access from the public highway (Works No 17 A/B), and haul road (Works No 18 A/B).

The ExA drove north and took the first exit from the roundabout onto the A1035, continuing to drive westwards towards Heron Lake Holiday Park. The ExA stopped at the entrance to the Holiday Park and observed, on the opposite side of the A1035,



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the location of the proposed construction vehicle access and haul road from the highway (Works No 17 A/ B and 18 A/ B).

The ExA then continued driving westwards along the A1035 through Routh and turned left onto Meaux Lane. The ExA observed the proposed location where the onshore cable corridor would cross with Meaux Lane. The ExA noted the adjacent buildings at Manor Farm and identified the hedgerows that were proposed for removal.

The ExA returned to the junction with the A1035, turned left, and observed the proposed locations of the onshore cable corridor crossing, the construction vehicle access (Works No 17 A/ B), satellite temporary construction compound (Works No 16 A/ B) and haul road (Works No 18 A/ B) at Hall Farm and Field House, approximately half way between the villages of Tickton and Routh. The ExA noted the nature of the vegetation and the presence of trees along both sides of the A1035. The ExA continued along the A1035 and turned right onto Eske Lane, driving past existing residential properties and glasshouses and their relationship to the proposed public highway improvements (Works No 19 A/ B). The ExA also viewed the location of the proposed satellite temporary construction compound (Works No 16 A/ B) to the north of the proposed onshore cable corridor, on the eastern side of Eske Lane.

The ExA then drove further westwards on the A1035 and stopped at the Crown and Anchor Public House in Tickton. The ExA walked northwards along Tickton Footpath No 1, which runs alongside the River Hull for approximately 1km. The ExA observed various landscape features, including the Beverley and Barmston Drain, South Bullock Dike and a woodland to the south of the proposed cable corridor (south of South Bullock Dike). The ExA also noted the adjoining footpaths (Leconfield Footpath No 33 and Leconfield Bridleway No 27). The ExA noted the proposed locations of the crossings of the onshore cable corridor and the footpaths, the River Hull, the drains and the trenchless crossing proposed for the River Hull and its banks. The ExA then returned to the Crown and Anchor.

Map of Walk 5: River Hull



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The ExA continued to drive westwards along the A1035 (Hull Bridge Road) and observed the location of the proposed satellite temporary construction compound (Works No 16 A/ B), construction vehicle access (Works No 17 A/ B) and haul road (Works No 18 A/ B). The ExA noted the nature and density of the vegetation and hedgerows, and their relationship with the main road. At the roundabout, the ExA took the third exit onto Grange Way and turned right onto Ings Road, stopping at the junction with Carr Road. The ExA observed the location for improvements to the public highway (Works No 19 A/ B) that would be adjacent to an existing dog walking field. The ExA also observed the location of the proposed satellite temporary construction compound (Works No 16 A/ B) and the proposed onshore cable corridor where it would cross Molescroft Footpath No 3. The ExA noted signs referencing Environmental Stewardship margins along Ings Road.

The ExA retraced its route and continued westwards on the A164, taking the third exit at the roundabout onto Driffield Road, driving northwards and passing the location where the proposed onshore cable corridor would cross the road. The ExA observed the location of Wilberforce Way, which is set below the road and would be crossed by the proposed cable corridor further to the east, and the proposed locations of the Driffield Road and Wilberforce Way trenchless crossings.

The ExA then continued westwards along the A1035 (Constitution Hill) and stopped at the side of the road to observe the location of two proposed main construction compounds (to the north and south of Constitution Hill, Works No 20 A/ B) and the proposed construction vehicle access from the highway (Works No 17 A/ B) to the west of Old Farm House. The ExA continued along the A1035 and took the first exit onto Dog Kennel Lane and York Road, past Beverley Racecourse to return to Beverley.





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## Annex B: Overview of the inspection route

