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| Supporting information to S42 Consultation Notification |

**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.

# Construction Traffic movements

The peak daily HGV two-way movements associated with the access off the A1079 would be 287, 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 and Map 2**, 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 routeing of the access road for construction, and it’s 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.

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.

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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