



**NORTH FALLS**

*Offshore Wind Farm*

**CONSULTATION  
REPORT  
APPENDIX G.5  
PART 2**

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# NORTH FALLS

*Offshore Wind Farm*

## APPENDIX G

### G.5

*Stage 4 (targeted) consultation feedback  
and Applicant's regard (section 42)*

## Prescribed consultees

Consultee reference	Summary of comments	Code/ theme	Code/ theme	Code/ theme	Applicant's response	Project change (Y / N)
NFOWFS4_001_001_280324	I refer to your letter of consultation regarding the above and would inform you that the Council RAISES NO OBJECTION to it. 1 Medway Council raises no objection to the consultation under Section 42 of The Planning Act 2008 (as amended).	N/A			Noted.	N
NFOWFS4_001_002_280324	Your attention is drawn to the following informative(s) :- 1 This response is based on the consultation email received on 13 March 2024. David Harris Head of Planning Date of Notice 28 March 2024	N/A			Noted.	N
NFOWFS4_001_003_280324	TOWN & COUNTRY PLANNING (APPEALS) (WRITTEN REPRESENTATIONS) (ENGLAND) (AMENDMENT) (REGULATIONS 2013) TOWN AND COUNTRY PLANNING ACT 1990 Appeals to the Secretary of State · If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990. · If you want to appeal against your Local Planning Authority's decision then you must do so within 12 weeks from the date of this notice for appeals being decided under the Commercial Appeals Service and 6 months from the date of this notice for all other minor and major applications. · However, if an enforcement notice has been served for the same or very similar development within the previous 2	N/A			Noted.	N

	<p>years, the time limit is:</p> <ul style="list-style-type: none"> <li>· 28 days from the date of the LPA decision if the enforcement notice was served before the decision was made yet not longer than 2 years before the application was made.</li> <li>· 28 days from the date the enforcement notice was served if served on or after the date the decision was made (unless this extends the appeal period beyond 6 months).</li> </ul> <p>· Appeals must be made using a form which you can obtain from the Planning Inspectorate by contacting Customer Support Team on 0303 444 50 00 or to submit electronically via the Planning Portal at <a href="https://www.planningportal.co.uk/info/200207/appeals/110/making_an_appeal">https://www.planningportal.co.uk/info/200207/appeals/110/making_an_appeal</a></p> <p>Commercial Appeals Service</p> <ul style="list-style-type: none"> <li>· This type of appeal proceeds by way of written representations, known as the "Commercial Appeals Service". Third parties will not have the opportunity to make further representations to the Planning Inspectorate on these.</li> </ul> <p>All other Minor and Major Applications</p> <ul style="list-style-type: none"> <li>· The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.</li> <li>· The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.</li> <li>· In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based on their decision on a direction given by him.</li> </ul>					
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	<p>Purchase Notes</p> <ul style="list-style-type: none"> <li>· If either the Local Planning Authority or the Secretary of State refuses permission to development land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.</li> <li>· In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.</li> </ul>					
NFOWFS4_002_001_100424	<p>Daniel</p> <p>Further to your email below HSE can confirm they have no further response following your recent Targeted information below.</p> <p>Our advice given in our letter of 22/4/2024 remains (copy attached)</p> <p>Regards</p> <p>Allison on behalf of NSIP Consultations</p>	N/A			Noted.	N
NFOWFS4_002_002_100424	<p>Dear Mr Crawford</p> <p>Section 42 Planning Act 2008: Statutory Consultation – North Falls Offshore Wind Farm</p> <p>Thank you for your letter of the 11 May 2023 regarding the proposed North Falls Offshore Wind Farm.</p> <p>HSE’s land use planning advice</p>	N/A			Noted.	N

NFOWFS4_002_003_100424	Will the proposed development fall within any of HSE's consultation distances? According to HSE's records, the proposed DCO application boundary for this Nationally Significant Infrastructure Project is not within the consultation zones of any major accident hazard sites or major accident hazard pipelines. This is based on the project area 'redline' in drawing 'Onshore Project Area' PB9244-RHD-ZZ-ON-DR-GS-0193 Rev 02 dated 24/04/2023 within Volume II of Chapter 1 of the Preliminary Environmental Information Report (PEIR).	Introduction			As this comment applies to the variations to the PEIR boundary which were subject to targeted consultation, along with the comments made in HSE's PEIR response above, this is confirmation that the DCO application boundary (the onshore project area) is not within the HSE's land-use planning zones.	N
NFOWFS4_002_004_100424	HSE's Land Use Planning advice is dependent on the location of areas where people may be present within HSE's land-use planning zones. As the project area 'redline' is not within any of HSE's land-use planning zones, under HSE's existing policy for providing land-use planning advice, HSE would not advise against the development.	Project Description				
NFOWFS4_002_005_100424	HSE's advice in response to a subsequent planning application may differ should HSE's policy or the scope of the development change by the time the Development Consent Order application is submitted.	Introduction				
NFOWFS4_002_006_100424	Would Hazardous Substance Consent be needed? Based on the Preliminary Environmental Information Report (PEIR), it is unlikely that hazardous substance consent (HSC) will be required.	Project Description			Noted.	N
NFOWFS4_002_007_100424	Hazardous substances planning consent is required to store or use any of the Categories of Substances or Named Hazardous Substances set out in Schedule 1 of The Planning (Hazardous Substances) Regulations 2015 as amended, if those hazardous	Introduction			Noted.	N



	substances will be present on, over or under the land at or above the controlled quantities. There is an addition rule in the Schedule for below-threshold substances.					
NFOWFS4_002_008_100424	Further information on HSC should be sought from the relevant Hazardous Substances Authority, if required or if changes to the scheme are made.	Introduction			Noted.	N
NFOWFS4_002_009_100424	Consideration of Risk Assessments Regulation 5(4) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 requires the assessment of significant effects to include, where relevant, the expected significant effects arising from the proposed development's vulnerability to major accidents. HSE's role in NSIPs is summarised in Advice Note 11 'working with public bodies in the infrastructure planning process' Annex G on the Planning Inspectorate's website [Advice notes   National Infrastructure Planning (planninginspectorate.gov.uk)] - Annex G – The Health and Safety Executive. This document includes consideration of risk assessments under the heading "Risk assessments".	Policy and Legislative Context			Noted.	N
NFOWFS4_002_010_100424	Explosives sites HSE has no comment to make as there are no licensed explosives sites in the vicinity.	N/A			Noted.	N
NFOWFS4_002_011_100424	Electrical Safety No comment from a planning perspective.	N/A			Noted.	N

NFOWFS4_002_012_100424	<p>During this time, please send any further communication on this project directly to the HSE's designated e-mail account for NSIP applications at nsip.applications@hse.gov.uk . We are currently unable to accept</p> <p>hard copies, as our offices have limited access.</p> <p>Yours sincerely, Pp S Rance Cathy Williams CEMHD4 NSIP Consultation Team</p>	N/A			Noted.	N
NFOWFS4_003_001_120424	<p>Dear Sir/Madam,</p> <p>Essex County Fire and Rescue Service is keen to work in close partnership with local authorities and developers in respect of all planning requirements and welcomes the opportunity to comment on proposals for the development of the North Falls Offshore Wind Farm.</p> <p>Please find attached our initial response to the consultation, from which we hope to continue these conversations as the development progresses, to ensure opportunities to reduce risk and improve the emergency service provision are realised.</p>	Introduction			Noted.	N
NFOWFS4_003_002_120424	<p>This document outlines Essex Fire and Rescue Service's initial response to the consultation for the proposed development.</p> <p>Essex County Fire and Rescue Service has a statutory duty to provide Response, Prevention and Protection functions within the community. Therefore, we would welcome any opportunities to enable further development and enhancement of these provisions.</p> <p>If further information or clarification on any of the points presented is required to support the developers, please contact the Service via future.infrastructure.risk@essex-fire.gov.uk.</p>	Introduction			Noted.	N

<p>NFOWFS4_003_003_120424</p>	<p>National Fire and Rescue Priorities – Home Office The priorities for fire and rescue authorities set out in the National Fire and Rescue Framework for England July 2018 are to:</p> <ul style="list-style-type: none"> <li>• Make appropriate provision for fire prevention and protection activities and response to fire and rescue related incidents</li> <li>• Identify and assess the full range of foreseeable fire and rescue related risks their areas face</li> <li>• Collaborate with emergency services and other local and national partners to increase the efficiency and effectiveness of the service they provide</li> <li>• Be accountable to communities for the service they provide</li> <li>• Develop and maintain a workforce that is professional, resilient, skilled, flexible and diverse</li> </ul>	<p>Introduction</p>			<p>Noted.</p>	<p>N</p>
<p>NFOWFS4_003_004_120424</p>	<p>The Fire and Rescue Plan – Essex County Fire and Rescue Service The Fire and Rescue Plan sets out the priorities for fire and rescue services in Essex and a series of strong, tangible commitments to how we will help keep our communities safe. The plan brings together the Service, partners and the public to build safe and secure communities and other efficient and effective prevention, protection and response activity. The activities in this plan set out a clear direction for development of the Service and how, by working closer together with other emergency services and wider partners, we can deliver a better service while being closer to the communities we serve.</p>	<p>Introduction</p>			<p>Noted.</p>	<p>N</p>

NFOWFS4_003_005_120424	<p>Our priorities are:</p> <ul style="list-style-type: none"> <li>• Prevention, protection and response</li> <li>• Improve safety on our roads</li> <li>• Help the vulnerable to stay safe</li> <li>• Promote a positive culture in the workplace</li> <li>• Develop and broaden the roles and range of activities undertaken by the Service</li> <li>• Be transparent, open and accessible</li> <li>• Collaborate with our partners</li> <li>• Make best use of our resources</li> </ul>	Introduction			Noted.	N
NFOWFS4_003_006_120424	<p>The Essex Design Guide provides high level direction for new developments which we would like to draw your attention to:</p> <ul style="list-style-type: none"> <li>• Continuation of road design to ensure safe and timely access and egress to and from new developments.</li> </ul>	Traffic and Transport			Noted.	N
NFOWFS4_003_007_120424	<p>Continuation of road design to include turning circle provision plus future consideration to appliance sizes to ensure adequate space to manoeuvre on a development.</p>	Traffic and Transport			Noted.	N
NFOWFS4_003_008_120424	<p>Consideration for installation of an approved suppression system with better safety and more design freedom. Sprinkler considerations would help to isolate fire to the source and to ensure better safety for occupants / emergency services / reduce insurance costs. This may also afford developers more design freedom and scope for capacity in respect of distance from buildings to fire appliance access points.</p>	Project Description			Noted.	N
NFOWFS4_003_009_120424	<p>Continued consultation with Water Authorities for fire hydrant / water main provisions and consideration to ensure sufficient strategically placed resources are made available for operational firefighting and with appropriate water pressure considerations.</p>	Project Description			Noted.	N

NFOWFS4_003_010_120424	Ensure new fire hydrant installations are fully operational before permitting residents to occupy dwellings.	Project Description			Noted.	N
NFOWFS4_003_011_120424	Ensuring new fire hydrants are not installed within private driveways / gardens.	Project Description	Site Selection and Assessment of Alternatives		Noted.	N
NFOWFS4_003_012_120424	Continuation of at least 3 forms of fire hydrant asset indication. Hydrant indicator plate / post, painted FH cover and painted adjacent kerb. In the absence of a kerb then a thermoplastic yellow road 'H' applied to the road surface.	Project Description			Noted.	N
NFOWFS4_003_013_120424	Section 106 agreement at planning application stage to ensure that the developer will bear the costs for any new fire hydrant installations deemed necessary by the Fire Authority where the new development exceeds 10 dwellings.	Project Description			Noted.	N
NFOWFS4_003_014_120424	Where applicable door sets to carry dual certification ensuring compliance with fire and security regulations. Such recommendations align with both the Independent Review of Building Regulations and Fire Safety in the wake of and the review and recommendations resulting from the Grenfell Fire tragedy of 2017.	Project Description			Noted.	N
NFOWFS4_003_015_120424	Fire resistant cladding considerations that may fall outside of Building Control matters.	Project Description			Noted.	N

NFOWFS4_003_016_120424	Initial Response to Consultation Document Having reviewed the consultation document, at this time Essex County Fire and Rescue Service would ask that the following are considered during the continued development of North Falls Offshore Wind Farm: • Adherence to the requirements of the Fire Safety Order and relevant building regulations, especially approved document B. This includes the provision of any temporary offices and/or accommodation used for the duration of the project by any contractor. ECFRS will need to be informed of any such provision being provided.	Project Description			Noted.	N
NFOWFS4_003_017_120424	Implementation of vision zero principles where there are introductions of or changes to the road network. Consideration should be given to the provision of road safety measures, especially in proximity to places of significant footfall and assembly such as school, health centres, halls and shops.	Traffic and Transport			The ES Chapter 27 Traffic and Transport (Volume I) (document reference 3.1.29) outlines that an access strategy has been developed that seeks to reduce the impact of construction traffic upon the most sensitive communities and to minimise travelling via narrow roads. The access strategy would be facilitated by the following embedded mitigation measures to minimise the traffic impact on local roads:  • The construction of a temporary haul road along the onshore cable route; • The creation of vehicle crossovers; and • Controls on vehicle routing.  Section 27.6 of the ES Chapter 27 Traffic and Transport (Volume I) outlines the assessed traffic and transport impacts upon all users for the impacts of, pedestrian and cycle severance and amenity (including PRow), road safety, and driver delay (capacity) and concludes that effects would not be significant in EIA terms.	N
NFOWFS4_003_018_120424	Appropriate planning and mitigations to reduce risks, such as injury or drowning around outdoor water sources.	Project Description			Noted.	N
NFOWFS4_003_019_120424	Consideration should be given to the likelihood of longer-term water level increases and the need to mitigate the risks of flooding and the potential impacts upon new infrastructure developments.	Water Resources and Flood Risk			Flooding from all sources is assessed in Appendix 21.3 Flood Risk Assessment (Volume III). The FRA considers longer term increases through climate change allowances.	N

NFOWFS4_003_020_120424	Suitable principles in design to avoid deliberate fire setting.	Project Description			Noted.	N																								
NFOWFS4_003_021_120424	Consideration for road widths to be accessible whilst not impeding emergency service vehicle response through safe access routes for fire appliances including room to manoeuvre (such as turning circles).	Traffic and Transport			Section 27.4.3 of ES Chapter 27 Traffic and Transport (Volume I) (document reference 3.3.29) outlines that no links are assessed to be of constrained width for HGVs. There is therefore considered to be 'adequate 'road space' for emergency vehicles.	N																								
NFOWFS4_003_022_120424	Access for Fire Service purposes must be considered in accordance with the Essex Act 1987 – Section 13, with new roads or surfaces compliant with the table below to withstand the standard 18 tonne fire appliances used by Essex County Fire and Rescue Service.	Traffic and Transport			The ES Chapter 5 Project Description (Volume I) (document reference 3.1.7) includes details of the design of the Project's infrastructure.  Section 27.6.1.4 of the ES Chapter 27 Traffic and Transport (Volume I) (document reference 3.1.29) includes a detailed assessment of the Project's construction traffic upon highway safety.	N																								
NFOWFS4_003_023_120424	<table border="1"> <thead> <tr> <th></th> <th>Min. Width of Road between Kerbs</th> <th>Min. Width of Gateways</th> <th>Min. Height Clearance</th> <th>Min. Carrying Capacity</th> <th>Min. Turning Circle (Kerb to Kerb)</th> <th>Min. Turning Circle between Walls</th> <th>Sweep Circle</th> </tr> </thead> <tbody> <tr> <td>Pumping Appliance</td> <td>3.7m</td> <td>3.1m</td> <td>3.7m</td> <td>18 tonnes</td> <td>17.8m</td> <td>19.0m</td> <td>19.0m</td> </tr> <tr> <td>High Reach</td> <td>3.7m</td> <td>3.1m</td> <td>4.0m</td> <td>26 tonnes</td> <td>17.8m</td> <td>20.0m</td> <td></td> </tr> </tbody> </table>		Min. Width of Road between Kerbs	Min. Width of Gateways	Min. Height Clearance	Min. Carrying Capacity	Min. Turning Circle (Kerb to Kerb)	Min. Turning Circle between Walls	Sweep Circle	Pumping Appliance	3.7m	3.1m	3.7m	18 tonnes	17.8m	19.0m	19.0m	High Reach	3.7m	3.1m	4.0m	26 tonnes	17.8m	20.0m		Traffic and Transport				
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NFOWFS4_003_024_120424	Implementation of a transport strategy to minimise the impact of construction and prevent an increase in the number of road traffic collisions.	Traffic and Transport																												

NFOWFS4_003_025_120424	Any development should not negatively impact on the Service's ability to respond to an incident in the local area.	Traffic and Transport			<p>The Traffic Management Act 2004 places a Network Management Duty on the highway authority to "...manage their road network' in a way that secures 'the expeditious movement of traffic...'"</p> <p>Section 27.4.3 of the ES Chapter 27 Traffic and Transport (Volume I) (document reference 3.1.29) outlines an agreement with National Highways and Essex County Council in their role as Network Managers with regard to how driver delay (capacity) impacts should be assessed and mitigated and that the arrival and departure profile of North Falls traffic would be managed during peak periods, thereby ensuring the expeditious movement of all traffic (including emergency services).</p> <p>The Outline Construction Traffic Management Plan (OCTMP) (document reference 7.16) includes a commitment engaging with the emergency services and providing advanced notification of closures and diversion routes.</p> <p>Section 4.9 of the OCTMP also includes details Incident Management Measures reduce the potential for the Project's construction traffic to have an adverse effect upon the highway network during planned and unplanned events e.g. major incidents on the highway.</p>	N
NFOWFS4_003_026_120424	A risk reduction strategy to cover the construction and completion phases of the project.	Project Description			Noted.	N
NFOWFS4_003_027_120424	Implementation of a land management strategy to minimise the potential spread of fire either from or towards the development sites.	Project Description			Noted.	N
NFOWFS4_003_028_120424	Essex County Fire and Rescue Service welcomes the opportunity to continue these conversations as the development progresses to ensure opportunities to reduce risk and improve the emergency service provision are realised.	Technical Consultation			Noted.	N



	Future Infrastructure Risk Team: future.infrastructure.risk@essex-fire.gov.uk					
NFOWFS4_004_001_120424	Dear Mr. Harper NORTH FALLS OFFSHORE WIND FARM: TARGETED CONSULTATION UNDER SECTION 42 OF THE PLANNING ACT 2008. Thank you for your consulting with us on the targeted consultation regarding additional areas of land to be incorporated into the DCO application which was received 13 March 2024.	Introduction			Noted.	N
NFOWFS4_004_002_120424	Having reviewed the revised map, we have not identified any new matters of concern or have observations arising from the new areas now added to the proposed DCO application.	N/A			Noted.	N
NFOWFS4_004_003_120424	Therefore, our comments from our last Section 42 consultation response dated 14 July 2023 remain relevant. Yours sincerely Barbara Moss-Taylor Planning Specialist Direct dial [REDACTED] Direct fax [REDACTED] Direct e-mail [REDACTED] [REDACTED]@environment-agency.gov.uk	Introduction			Noted.	N
NFOWFS4_005_001_130424	Parish Council response to targeted consultation from North Falls.  The Parish Council have considered the proposals and have the following comments to make  We would like to urge both North Falls and Five Estuaries to collaborate on this project with respect to the construction phase and the transportation routes envisaged in order to minimise disruption and pollution to the residents of Tendring Village.	Site Selection and Assessment of Alternatives			Noted.	N

NFOWFS4_005_002_130424	There are some concerns about the suitability of the Operations and Maintenance routes along Wolves Hall Lane as vehicles will have to pass through an area of residential housing to reach the route, whilst a small vehicle will cause no problems if the need arises for larger plant machinery then access for residents will be compromised. This is also true of the single track road that constitutes Wolves Hall Lane.	Traffic and Transport			<p>With regard to operation and maintenance of the Project, section 27.6.2 of the ES Chapter 27 Traffic and Transport (Volume I) (document reference 3.1.29) outlines that inspections / maintenance of the onshore cable route will be infrequent and subject to very low vehicle demand and consequently, no significant traffic and transport effects are anticipated during the Project's operational phase.</p> <p>With regard to the access to the temporary construction compound, an OCTMP (document reference 7.16) is submitted with the DCO application which addresses this matter. The OCTMP includes details of measures to manage, monitor and enforce the routes that would be used by HGVs. The OCTMP outlines that no HGVs would be permitted to route through Tendring village and Crow Lane. The OCTMP also includes details on measures to manage, monitor and enforce delivery time restrictions.</p>	N
NFOWFS4_005_003_130424	Our concerns for the Operation and Maintenance route along Lodge Lane are also similar in that large vehicles will cause accessibility issues for residents and emergency vehicles should they be needed.	Traffic and Transport				
NFOWFS4_005_004_130424	An additional concern for Lodge lane is the suitability of the bridge for heavy plant vehicles.	Traffic and Transport				
NFOWFS4_005_005_130424	We would hope that the vehicles using the temporary construction compound at Swan Lane do not use the B1035 through the Village to access the A120 and that operational times are strictly adhered to.	Traffic and Transport				
NFOWFS4_005_006_130424	The B1035 through the Village is unsuitable for large vehicles , this is also true for Crow Lane.	Traffic and Transport				
NFOWFS4_005_007_130424	Five Estuaries have agreed this restriction and can operate under these parameters.	Site Selection and Assessment of Alternatives				
NFOWFS4_005_008_130424	A number of trees within your areas for development have TPO on them and we would ask you to honour these.	Onshore Ecology			Noted.	N

NFOWFS4_005_009_130424	Also that there is no disturbance in close proximity to any established Oak trees in placing new cabling or other works.	Onshore Ecology			Noted.	N
NFOWFS4_005_010_130424	This could be an issue on the fields and footpaths either side of Wolves Hall Lane and Stones Green road.	Tourism and Recreation			Noted.	N
NFOWFS4_005_011_130424	These trees are very important to the Village and a number of residents are very vigilant in preserving these trees.	Onshore Ecology			Noted.	N
NFOWFS4_005_012_130424	Concerns about footpaths have also been voiced and if you need to temporarily divert the footpath we would hope to see well signposted interventions both on the ground and advance notice to ourselves and the public to avoid any issues.	Tourism and Recreation			Noted.	N
NFOWFS4_005_013_130424	We thank you for the opportunity to comment on your plans and hope that our views and those of the residents of Tendring Parish will be accommodated within your future plans .  Jill Brattan Chair of Tendring Parish Council.	N/A			Noted.	N
NFOWFS4_006_001_140324	Good Morning,  Thank you for your email.  Regarding application for North Falls Offshore Wind Farm there are no National Gas assets affected in this area.	Infrastructure and Other Users			Noted.	N
NFOWFS4_006_002_140324	If you would like to view if there are any other affected assets in this area, please raise an enquiry with <a href="http://www.isbud.co.uk">www.isbud.co.uk</a> . Additionally, if the location or works type changes, please raise an enquiry.  Kind regards  Hayley White	N/A			Noted.	N

NFOWFS4_007_001_150324	Dear Sir/Madam,  Please take this email as a confirmation that GTC has no assets within the order limits of this search area and therefore no objections to the proposed works.	Infrastructure and Other Users			Noted.	N
NFOWFS4_007_002_150324	If you require any further information, please do not hesitate to contact us.  Yours Sincerely,  William Price	N/A			Noted.	N
NFOWFS4_008_001_150324	Dear Sir/Madam  Thank you for consulting JNCC on the North Falls Offshore Wind Farm section 42 consultation, which we received on 13/03/2024.  JNCC's functions as a statutory consultee in respect of certain applications for offshore and offshore waters (0-200nm) adjacent to England.	Introduction			Noted.	N
NFOWFS4_008_002_150324	As all current operations are Inshore/Onshore Natural England should provide a full response.	Introduction			Noted.	N
NFOWFS4_008_003_150324	As such JNCC have not reviewed this application and will not be providing further comment.  Please contact me with any questions regarding the above comments.  Kind regards,  Jon Connon	N/A			Noted.	N

NFOWFS4_009_001_160424	Dear Daniel Harper Babergh and Mid Suffolk district councils remain interested in the impact of the project on tourism, jobs and socio-economics, highways and traffic flows, the operation of Felixstowe Freeport and particularly having regard to the cumulative impacts of the projects with other significant developments in the region and how these might interact and affect the communities and environments of the districts.	Tourism and Recreation	Socio-economics	Traffic and Transport	A detailed assessment of the Projects' traffic and transport impacts (including cumulative impacts of major projects and interactions) is provided within ES Chapter 27 Traffic and Transport (Volume I) (document reference 3.1.29)	N
NFOWFS4_009_002_160424	The focussed consultation does not change the councils' previously stated position. Yours sincerely Bron Curtis Principal Planning Officer	N/A				
NFOWFS4_010_001_180424	Dear North Falls Team,  Thank you for consulting Historic England on 14 March 2024 on the Targeted Consultation.  We have read the additional material and the addendum to the on-shore heritage assessment provided in this Targeted Consultation.	Introduction			Noted.	N
NFOWFS4_010_002_180424	We therefore confirm we have no additional comment to make at this time, and with regards to the changes indicated and within our remit for the historic environment.  Yours sincerely  Dr Will Fletcher FSA	N/A				

NFOWFS4_01 1_001_190424	Dear Mr Harper  Thank you for consulting the Forestry Commission on this proposal.  As the Governments forestry experts, we endeavour to provide as much relevant information to enable to project to reduce any impact on irreplaceable habitat such as Ancient semi natural woodland as well as other woodland.	Introduction			Noted.	N
NFOWFS4_01 1_002_190424	Having reviewed the North Falls Offshore Wind Farm documents and maps, we can confirm there are no Ancient semi natural woodlands within the project area.	Onshore Ecology			All woodland parcels located within the onshore project area have been avoided through the use of trenchless crossing techniques, therefore the only residual effects are related in indirect impacts.  The Applicant is not seeking consent within their DCO application for vegetation removal within the National Grid connection works, only for connection works within a new substation consented and built by National Grid. It will be for National Grid to determine the nature of the East Anglia Connection Node (EACN) substation, and any vegetation removal required in relation to this.	N
NFOWFS4_01 1_003_190424	However, we note there are several other fragmented woodlands within the proposed corridor. These are mixed deciduous woodlands on the Priority Habitat Inventory (England).	Onshore Ecology				
NFOWFS4_01 1_004_190424	This recognises that under the UK Biodiversity Action Plan they were recognised as being the most threatened and requiring conservation action. The UK Biodiversity Action Plan has now been superseded by the UK Post-2010 Biodiversity Framework but this priority status remains.	Onshore Ecology				
NFOWFS4_01 1_005_190424	We note the PEIR Addendum references removal of a small, 0.13ha area of woodland, although this is planned to be reinstated after works are completed.	Onshore Ecology				
NFOWFS4_01 1_006_190424	The UK Forestry Standard (UKFS) sets out the UK government's approach to sustainable forestry and woodland management, including standards and requirements as a basis for regulation, monitoring and reporting requirements.	Onshore Ecology			Noted.	N
NFOWFS4_01 1_007_190424	The UKFS has a general presumption against deforestation. Page 23 of the Standard states that: "Areas of woodland	Onshore Ecology			Noted.	N

	are material considerations in the planning process....”					
NFOWFS4_01 1_008_190424	It is expected that there will be a thorough assessment of any loss of all trees and woodlands within the project boundary and the development of mitigation measures to minimise any risk of net deforestation because of the scheme.	Onshore Ecology			Noted.	N
NFOWFS4_01 1_009_190424	A scheme that bisects any woodland will not only result in significant loss of woodland cover but will also reduce ecological value and natural heritage impacts due to habitat fragmentation, and have a huge negative impact on the ability of the biodiversity (flora and fauna) to respond to the impacts of climate change.	Onshore Ecology			Noted.	N
NFOWFS4_01 1_010_190424	Woodland also provides habitat for a range of Section 41 Priority Species including all bats.	Onshore Ecology			Noted.	N
NFOWFS4_01 1_011_190424	With the Government aspirations to plant 30,000 ha of woodland per year across the UK by 2025. The Forestry Commission is seeking to ensure that tree planting is a consideration in every development not just as compensation for loss. However, there are a number of issues that need to be considered when proposing significant planting schemes:	Onshore Ecology			Noted.	N
NFOWFS4_01 1_012_190424	Biosecurity of all planting stock needs to be considered.	Onshore Ecology			Noted.	N
NFOWFS4_01 1_013_190424	Woodlands need to be climate and pest and disease resilient.	Onshore Ecology			Noted.	N
NFOWFS4_01 1_014_190424	Maximise the ecosystem services benefits of all new woodland wherever possible (flood reduction)	Onshore Ecology			Noted.	N
NFOWFS4_01 1_015_190424	Planting contributes to a ‘resilient treescape’ by maximising connectivity across the landscape.	Onshore Ecology			Noted.	N

NFOWFS4_01 1_016_190424	Plans are in place to ensure long term management and maintenance of woodland.	Onshore Ecology			Noted.	N
NFOWFS4_01 1_017_190424	We would expect to see hedgerows, individual trees and woodlands within a development site considered in terms of their overall connectivity between woodlands affected by the development.	Onshore Ecology			Noted.	N
NFOWFS4_01 1_018_190424	There is in particular the opportunity to connect some of the fragmented woodlands within the site to maximise connectivity and benefit biodiversity.	Onshore Ecology			Noted.	N
NFOWFS4_01 1_019_190424	It should be noted there is also a 1.28ha area of woodland within the area marked for the Project's National Grid Connection Point that was either established or managed with the support of public money from the Farm Woodland Premium Scheme (FWPS). (Approx location: TM 0756 2924) This grant is still in obligation. The landowner is expected to meet all the Terms and Conditions of the agreement contract. Failure to do so would likely require the Forestry Commission to seek to recover all of the relevant grant that has been paid for that area.	Onshore Ecology	Policy and Legislative Context		The Applicant is not proposing works to the existing land within the National Grid connection point within this DCO application. We are proposing works within a site already made ready by National Grid, for the Applicant to install connecting electrical infrastructure (switchgear bays, termination infrastructure, control equipment). It will be for National Grid's consent application to determine the intention for any woodland on site.	N
NFOWFS4_01 1_020_190424	I hope these comments have been useful to you, if you require any further information, please do not hesitate to contact me.  Best wishes  Sandra  Sandra Squire	N/A			Noted.	N



NFOWFS4_01 2_001_190424	Dear Sir / Madam Ref: North Falls Offshore Wind Farm Targeted Consultation under Section 42 of the Planning Act 2008 I refer to your notice dated 13th March 2024 regarding the Proposed Development. This is a response on behalf of National Grid Electricity Transmission PLC (NGET). Further to our letter dated 13th July and having reviewed the available information, I would like to make the following further comments regarding NGET infrastructure within or in close proximity to the current red line boundary.	Introduc tion			Noted.	N
NFOWFS4_01 2_002_190424	NGET requests that all future assets are given due consideration given their criticality to distribution of energy across the UK.	Infrastru cture and Other Users			Noted.	N
NFOWFS4_01 2_003_190424	We remain committed to working with the promoter in a proactive manner, enabling both parties to deliver successful projects wherever reasonably possible.	Project Descript ion			Noted.	N
NFOWFS4_01 2_004_190424	As such we encourage that ongoing discussion and consultation between all parties is maintained on interactions with future assets, land interests, connections or consents and any other NGET interests which have the potential to be impacted prior to submission of the Proposed DCO.	Technic al Consult ation			Noted.	N
NFOWFS4_01 2_005_190424	NGET will require an adequate form of Protective Provisions included within the Order.	Infrastru cture and Other Users			Noted.	N
NFOWFS4_01 2_006_190424	Where it has been identified that your project interacts with or is in close proximity to one of the following NGET's infrastructure projects, we would welcome further discussion at the earliest opportunity.	Infrastru cture and Other Users			Noted.	N

NFOWFS4_01 2_007_190424	Norwich to Tilbury The Norwich to Tilbury project comprises the construction of c.159km new overhead line and c. 25km of underground cabling over a total route of 184km between the existing National Grid Norwich Main and Bramford substations in the North East Anglia (NEA) region, continuing from Bramford down to Tilbury substation in the South East Anglia (SEA) region, via a New East Anglia Connection Node	Introduction			Noted.	N
NFOWFS4_01 2_008_190424	Substation located in the Tendring District, east of Arleigh. The East Anglia Connection Node (EACN) Substation will be the point of operational interface where the connection between the North Falls Onshore Substation and the National Grid Electricity Transmission System will be established. As such National Grid recognise the importance of early and continued collaboration between National Grid and the North Falls project teams.	Site Selection and Assessment of Alternatives			Noted.	N
NFOWFS4_01 2_009_190424	Sea link Sea Link involves the installation of a new 2 gigawatt (GW) high voltage direct current (HVDC) cable link between Suffolk and Kent, approximately 145 kilometres (km) long and predominantly offshore.	Offshore Archaeology and Cultural Heritage			Noted.	N
NFOWFS4_01 2_010_190424	Currently the Northfalls Project has an offshore interaction in the form of cable crossing with the Sea Link project and accordingly National Grid recognise the importance of early and continued collaboration between National Grid and the North Falls project teams.	Site Selection and Assessment of Alternatives			Noted.	N

NFOWFS4_01 2_011_190424	<p>Please also refer to the Holistic Network Design (HND) and the National Grid ESO website to view the strategic vision for the UK's ever growing electricity transmission network.  <a href="https://www.nationalgrideso.com/future-energy/the-pathway-2030-holistic-network-design/hnd">https://www.nationalgrideso.com/future-energy/the-pathway-2030-holistic-network-design/hnd</a>  Our proposals are part of The Great Grid Upgrade – the largest overhaul of the grid in generations, we are in the middle of a transformation, with the energy we use increasingly coming from cleaner greener sources. Our infrastructure projects across England and Wales are helping to connect more renewable energy to homes and businesses. To find out more about our current projects please refer to our network and infrastructure webpage.  <a href="https://www.nationalgrid.com/electricitytransmission/network-and-infrastructure/infrastructure-projects">https://www.nationalgrid.com/electricitytransmission/network-and-infrastructure/infrastructure-projects</a>.</p>	Infrastructure and Other Users			Noted.	N
NFOWFS4_01 2_012_190424	<p>I confirm that NGET has no existing apparatus within or in close proximity to the proposed site boundary.  I hope the above information is useful.</p>	Infrastructure and Other Users			Noted.	N
NFOWFS4_01 2_013_190424	<p>If you require any further information, please do not hesitate to contact me. In the meantime, we look forward to receipt of further information and consultation relating to potential impacts on our assets.</p>	Infrastructure and Other Users			Noted.	N
NFOWFS4_01 2_014_190424	<p>The information in this letter is provided not withstanding any discussions taking place in relation to connections with electricity customer services.  Yours faithfully  Tiffany Bate  Development Liaison Officer  Commercial and Customer Connections – Electricity Transmission Property</p>	N/A			Noted.	N

NFOWFS4_013_001_210424	Little Bromley Parish Council's Response to North Falls Targeted Consultation  Little Bromley Parish Council (LBPC) strongly oppose North Falls (NF) proposal for the development of an onshore infrastructure in the parish of Little Bromley.	Need for the Project			Noted.	N
NFOWFS4_013_002_210424	An onshore development would industrialise our precious rural landscape with a large substation and large swathes of farmland permanently lost and/or permanently affected by underground cabling.	Landscape and Visual Impact Assessment	Land Use and Agriculture		As outlined in the response above, an assessment of the potential permanent effects upon agricultural land from underground cabling, either from soil heating, EMF and from changes to topsoil, are unlikely to occur. Full details on assessment of these factors are provided in Section 22.6 of ES Chapter 22 (Land Use and Agriculture).	N
NFOWFS4_013_003_210424	Such a development would be a permanent disfigurement of the parish, remove valuable arable land necessary for food security from production, generate significant construction and ongoing noise, and affect residents and community amenities.	Landscape and Visual Impact Assessment	Land Use and Agriculture	Noise and Vibration	Details of the potential effects of the project have been considered in detail throughout this ES; in particular effects from loss of agricultural land are considered within Chapter 22 (Land Use and Agriculture) (Section 22.6).	
NFOWFS4_013_004_210424	There is concern that the development will negatively affect sale potential and sale value of properties in the area.	Socio-economics			Noted.	N
NFOWFS4_013_005_210424	The cumulative effect of the currently planned NF onshore development together with those planned by Five Estuaries (FE) and National Grid (NG) is devastating for Little Bromley and is causing many residents anxiety and stress.	Site Selection and Assessment of Alternatives			Cumulative effects with other projects are presented in Section 28.8.3 of ES Chapter 28 (Human Health).	N
NFOWFS4_013_006_210424	Specific concerns we have with the NF onshore plans as detailed in this Consultation response are as follows:  We have major concerns about the widening of Bentley Road. It is the entrance to the village and the widening of the road will alter the character forever, and the setting of what is a small village.	Traffic and Transport			Details of the results of the extensive ecological surveys undertaken to inform the Project can be found in Appendices 23.1-23.9 (Volume III) (document reference 3.3.30-3.3.38). In addition, detail of the ornithological surveys and assessment of impact upon designated sites for ornithology can be found in ES Chapter 24 Onshore Ornithology (Volume I) (document reference 3.1.26). Impacts upon protected or notable species can be found in sections 23.6.1.9 - 23.6.1.15 of this chapter.	N

NFOWFS4_013_007_210424	In order to widen the road it would involve removing mature hedging which is over 30 years old. This would cause considerable environmental damage as it is a habitat for local wildlife.	Onshore Ecology			<p>Effects on hedgerows are described in section 23.6.1.6 of this chapter, and all tree preservation orders (TPOs) are shown on the TPO plan (document reference 5.12).</p> <p>The importance of the onshore ornithology study area for breeding and non-breeding bird assemblages has been carefully considered in the Project design and assessment.</p> <p>A range of mitigation measures is proposed to minimise the risk to species of key conservation concern, including migratory species which utilise wetlands that form part of the SPA/Ramsar/SSSI network in southeast England.</p> <p>The assessment of potential adverse effects on SPA and Ramsar qualifying features is presented in the RIAA (document reference 7.1).</p>
NFOWFS4_013_008_210424	Little Bromley has a rich and varied wildlife population as identified by wildlife surveys. This includes many species of waterbirds and non-waterbirds. We are very close to the Stour Estuary SSI and Ramsar site, and surveys indicate bird species present which are related to those sites.	Onshore Ornithology			
NFOWFS4_013_009_210424	Badgers, hares, foxes, deer, bats and other mammals can be found in the parish. Grass snakes are regular seen in the summer.	Onshore Ecology			
NFOWFS4_013_010_210424	These all thrive in the parish, as we have woodland, extensive hedgerows and arable margins some of which will be affected by your planned development.	Onshore Ecology			
NFOWFS4_013_011_210424	The migratory bird route across East Anglia, the East Atlantic Flyway, has gained Government backing to bid to become a UNESCO World Heritage Site. Major developments such as planned by FE, NF and NG will have a serious impact.	Onshore Ornithology			
NFOWFS4_013_012_210424	Potential exists for protected or notable species to be impacted by construction activities either physically via permanent or temporary habitat loss or by inadvertent injury or killing or from disturbance via light, noise and human presence.	Onshore Ecology			
NFOWFS4_013_013_210424	There is potential for permanent habitat fragmentation and species isolation as a result of the substation construction and also from construction of the cable route.	Onshore Ecology			
NFOWFS4_013_014_210424	The substation construction will bring a permanent loss of an estimated 8Ha of habitat together with the additional loss of	Onshore Ecology			

	the temporary construction compound areas and the cable route during construction.					
NFOWFS4_013_015_210424	Temporary construction compounds on Bentley Road and visibility splays means loss of established hedgerows/trees.	Onshore Ecology				
NFOWFS4_013_016_210424	There are a number of mature trees covered by Tree Preservation Orders along the route which need to be seriously considered.	Onshore Ecology				
NFOWFS4_013_017_210424	Many properties along the route do not have substantial foundations and will be adversely affected by vibrations from heavy traffic.	Noise and Vibration			More information on the potential effects of noise and vibration can be found in Chapter 26 of the ES (noise and Vibration).	N
NFOWFS4_013_018_210424	Little Bromley has a high water table and many properties are on well water and have no sewage. These past months have proved very difficult for residents and farmers with gardens, fields and roads being underwater for weeks.	Water Resources and Flood Risk			<p>Potential impacts on surface and groundwater flows, including abstractions, are assessed in Section 21.6.1.3, Section 21.6.1.4, Section 21.6.2.1 and Section 21.6.2.2 of ES Chapter 21 Water Resources and Flood Risk (document reference 3.1.23).</p> <p>Potential impacts on flood risk are assessed in Section 21.6.1.4 and Section 21.6.2.2 of this chapter. Potential impacts on water quality from increased sediment supply are assessed in Section 21.6.1.2 and Section 21.6.2.1.</p>	N
NFOWFS4_013_019_210424	Many properties in Little Bromley have no mains water connection and are reliant on well water. We have concern on whether the NF development will affect the water sources in the village and affect these water supplies.	Water Resources and Flood Risk			<p>Flooding from all sources is assessed in Appendix 21.3 Flood Risk Assessment (document reference 3.3.29).</p> <p>Potential impacts on water bodies, including biological, physico-chemical and hydromorphological receptors, are assessed in Appendix 21.2 Water Environment Regulations Compliance Assessment (document reference 3.3.28).</p>	

NFOWFS4_01 3_020_210424	You mention that in order to do widening works you are proposing traffic lights at each end of Bentley Road and closures. This would have a major impact on residents and businesses as it is the main entrance to the village.	Socio-economics			To ensure the safety of road users during the construction of the improvements works there will be a requirement for the implementation of temporary traffic management, e.g. temporary traffic signals.  The OCTMP (document reference 7.16) outlines that details of the temporary traffic management would need to be developed in liaison with Essex County Council. Traffic Management measures would be developed to minimise disruption to the travelling public and would be subject to approval by Essex County Council using its statutory duties.	N
NFOWFS4_01 3_021_210424	In addition, the impact on the local road network around Little Bromley parish will be high. Bentley Road, Paynes Lane, Spratts Lane, Barlon Road, Ardleigh Road and Grange Road will all be crossed by the Export Cable Corridor and Haul Roads.	Traffic and Transport			The ES Chapter 27 Traffic and Transport (Volume I) (document reference 3.1.29) outlines that an access strategy has been developed that seeks to reduce the impact of HGV traffic upon the most sensitive communities and to minimise travelling via narrow roads. The access strategy would be facilitated by the following embedded mitigation measures to minimise the traffic impact on local roads:	N
NFOWFS4_01 3_022_210424	With all these roads affected there will be major disruption to village, farm and business traffic flows, with the key access into the A120 severely restricted. There is a real risk of Bentley Road effectively being unusable by local traffic, such that the village and surrounding towns main link to the A120 will be severed.	Traffic and Transport			<ul style="list-style-type: none"> <li>• The construction of a temporary haul road along the onshore cable route;</li> <li>• The creation of vehicle crossovers; and</li> <li>• Controls on vehicle routing.</li> </ul> Appendix 27.1 Transport Assessment (Volume III) (document reference 3.3.64) includes details of the proposed access strategy. It can be noted from the Transport Assessment, that no access for construction traffic is proposed from six of the seven roads listed by the parish council (Paynes Lane, Spratts Lane, Barlon Road, Ardleigh Road and Grange Road). To facilitate this strategy it is proposed that all HGV traffic would be routed via Bentley Road toward the A120, thus avoiding the requirement for HGV traffic to travel north through the village of Little Bromley or the six narrow roads listed above.	
NFOWFS4_01 3_023_210424	Quiet country roads and Public Rights of Way will be affected impacting residents, walkers, cyclists and horse riders.	Tourism and Recreation			To facilitate this strategy it is proposed that all HGV traffic would be routed via Bentley Road toward the A120, thus avoiding the requirement for HGV traffic to travel north through the village of Little Bromley or the six narrow roads listed above.	
NFOWFS4_01 3_024_210424	There are many farms which need access to their properties and fields at all times of year, and especially during harvest.	Land Use and Agriculture			Section 27.6 of the ES Chapter 27 Traffic and Transport (Volume I) (document reference 3.1.29) outlines the assessed traffic and transport impacts upon all users of Bentley Road for the impacts of, pedestrian and cycle severance and amenity (including PRow), road safety, and driver delay (capacity) and concludes that effects would not be significant in EIA terms.	


NFOWFS4_01 3_025_210424	We can foresee fatal accidents happening when being faced with heavy HGVs.	Human Health			Section 4.9 of the OCTMP (document reference 7.16) includes details Incident Management Measures reduce the potential for the Projects construction traffic to have an adverse effect upon the highway network during planned and unplanned events e.g. planned local events, eg. cycle races.	
NFOWFS4_01 3_026_210424	In addition, the village bus service runs down Bentley Road, and school buses run daily during term time to take local children to their schools.	Traffic and Transport				
NFOWFS4_01 3_027_210424	You propose a cycling and walking track along Bentley Road but this will not be continuous as there are properties obstructing the development of this.	Infrastructure and Other Users				
NFOWFS4_01 3_028_210424	Bentley Road is used by many running and cycling clubs and the annual Tour de Tending event. You propose a cycling and walking track along Bentley Road but this will not be continuous as there are properties obstructing the development of this.	Tourism and Recreation				
NFOWFS4_01 3_029_210424	We fear that the longer term impact of widening Bentley Road will increase traffic for people who would have previously used the B1035 as it will become a cut through.	Traffic and Transport			The ES Chapter 5 Project Description (Volume I) (document reference 3.1.7) includes details of the proposals to widen Bentley Road for approximately 1.1km from the A120 to the proposed access to the temporary haul road. The remaining 4.3km of Bentley Road / Bromley Road north of the temporary haul road toward the A137 / B1352 would remain unaltered.	N
					The proposals would increase the width of this short section of Bentley Road from approximately 5.0m-5.5m in width to 6.5m in width to facilitate the safe passing of two HGVs (a HGV is approximately 2.5m wide) to the temporary haul road, no HGVs for the Projects would arrive / depart to the north. There is an existing 7.5tonne environmental weight limit in place along Bentley Road to prevent HGVs 'cutting through' from the A120 to the A137 and therefore the widening of Bentley Road would	



NFOWFS4_013_030_210424	Have you carried out any investigation into the long term impact and anticipated changes to traffic behaviour based on the widening of Bentley Road?	Traffic and Transport			not be expected to induce additional HGV traffic. With regard to all other traffic categories, journey time is the metric that can induce motorists to choose alternative routes. The existing width of Bentley Road is not a constraint to the passage of two cars/vans etc and as such widening Bentley Road would not be expected to materially reduce journey times and therefore is unlikely to induce additional traffic movements.	
NFOWFS4_013_031_210424	Also, have you carried out any investigations on the cumulative impact of traffic movement considering NG's and FE's proposed access and is there a combined traffic impact assessment for NF/FE/NG all together?	Traffic and Transport			Section 27.8 of the ES Chapter 27 Traffic and Transport (Volume I) (document reference 3.1.29) includes details of the assessment of cumulative effects with other developments (including Norwich to Tilbury and the Five Estuaries Offshore Windfarm).	Y
NFOWFS4_013_032_210424	We note the increased substation zone for NF brings it closer to residential properties/residents.	Socio-economics			Noted.	N
NFOWFS4_013_033_210424	Together with the FE's DCO and NG's plans which have just gone out on the final consultation and NF increased substation area, the Parish Council is even more concerned about surface water run off/drainage impacts on village water sources, cesspits and also on public highways.	Water Resources and Flood Risk			Noted.	N
NFOWFS4_013_034_210424	Ardleigh Road, Grange Road, Shop Road and surrounding area all suffered severe flooding over the winter through to April.	Water Resources and Flood Risk			Noted.	N
NFOWFS4_013_035_210424	NF are planning a 5-year construction project. The prolonged construction over 5 years is likely to have significant and irreversible impacts on the local environment and landscape.	Landscape and Visual Impact			Noted.	N

		Assessment				
NFOWFS4_013_036_210424	Beyond just creating dust, dirt and mud on roads, major earthworks and landscape alterations will permanently change the topography and natural features of the area.	Onshore Air Quality	Landscape and Visual Impact Assessment		Noted.	N
NFOWFS4_013_037_210424	Construction runoff will degrade water quality in nearby waterways.	Water Resources and Flood Risk			Potential impacts on surface and groundwater flows, including abstractions, are assessed in Section 21.6.1.3, Section 21.6.1.4, Section 21.6.2.1 and Section 21.6.2.2 of the ES Chapter 21 Water Resources and Flood Risk.  Potential impacts on flood risk are assessed in Section 21.6.1.4 and Section 21.6.2.2 of Chapter 21 (Water Resources and Flood Risk). Potential impacts on water quality from increased sediment supply are assessed in Section 21.6.1.2 and Section 21.6.2.1 of Chapter 21 (Water Resources and Flood Risk).	N
NFOWFS4_013_038_210424	The large-scale reshaping of the land could disrupt drainage patterns and increase erosion issues long-term.	Water Resources and Flood Risk			Flooding from all sources is assessed in Appendix 21.3 Flood Risk Assessment (document reference 3.3.29).  Potential impacts on water bodies, including biological, physico-chemical and hydromorphological receptors, are assessed in Appendix 21.2 Water Environment Regulations Compliance Assessment (document reference 3.3.28).	
NFOWFS4_013_039_210424	The heavy equipment, material stockpiles, and large construction footprint will drastically alter the visual aesthetics and scenic vistas during the multi-year project timeline.	Landscape and Visual Impact Assessment			Noted.	N

NFOWFS4_01 3_040_210424	Even after construction concludes, the new infrastructure and development will have permanently transformed what was once a natural or rural landscape.	Landscape and Visual Impact Assessment			Noted.	N
NFOWFS4_01 3_041_210424	The changes to hydrology, topography, vegetation, and viewsheds will be impossible to fully remediate or restore to pre-construction conditions.	Onshore Ecology			<p>Potential impacts on surface and groundwater flows, including abstractions, are assessed in Section 21.6.1.3, Section 21.6.1.4, Section 21.6.2.1 and Section 21.6.2.2 of Chapter 21 (Water Resources and Flood Risk).</p> <p>Potential impacts on flood risk are assessed in Section 21.6.1.4 and Section 21.6.2.2 of Chapter 21 (Water Resources and Flood Risk).</p> <p>Flooding from all sources is assessed in Appendix 21.3 (Flood Risk Assessment, document reference 3.3.29).</p> <p>Potential impacts on water quality from increased sediment supply are assessed in Section 21.6.1.2 and Section 21.6.2.1 of Chapter 21 (Water Resources and Flood Risk).</p> <p>Potential impacts on water bodies, including biological, physico-chemical and hydromorphological receptors, are assessed in Appendix 21.2 (Water Environment Regulations Compliance Assessment, document reference 3.3.28).</p>	N

<p>NFOWFS4_01 3_042_210424</p>	<p>We have a number of listed buildings in Little Bromley. These listed buildings contribute to the rich architectural heritage of the area:</p>  <p>Listed Buildings in Little Bromley, Tendring, Essex</p> <ol style="list-style-type: none"> <li>1. Ash House Tendring, Essex, CO11</li> <li>2. Barn Approximately 20 Metres West of Newhouse Farmhouse Little Bromley, Tendring, Essex, CO11</li> <li>3. St Rufus Hall Little Bromley, Tendring, Essex, CO11</li> <li>4. Chequers Farmhouse Little Bromley, Tendring, Essex, CO11</li> <li>5. Church of St Mary St Mary's Church, Little Bromley, Tendring, Essex, CO11</li> <li>6. Gigg House Approximately 18 Metres North East of Newhouse Farmhouse Little Bromley, Tendring, Essex, CO11</li> <li>7. Green Farmhouse Little Bromley, Tendring, Essex, CO11</li> <li>8. Jennings's Farmhouse Tendring, Essex, CO11</li> <li>9. Newhouse Farmhouse Little Bromley, Tendring, Essex, CO11</li> <li>10. Plan of Cottages Approximately 10 Metres South of the Fox and Hounds Public House Little Bromley, Tendring, Essex, CO11</li> <li>11. Pump at Karar, Approximately 3 Metres West of Jennings's Farmhouse Tendring, Essex, CO11</li> </ol> <p>Little Bromley Parish Council Dakas House Little Bromley</p>	<p>Onshore Archaeology and Cultural Heritage</p>			<p>Noted.</p>	<p>N</p>
<p>NFOWFS4_01 4_001_220424</p>	<p>Dear Shabana, Targeted Consultation under Section 42 of the Planning Act 2008 Thank you for your consultation dated 13 March 2024 requesting our advice on this Targeted Consultation, including a Preliminary Environmental Information Report (PEIR) Addendum, submitted in support of the North Falls Offshore Wind Farm Project.</p>	<p>Introduction</p>			<p>Noted.</p>	<p>N</p>

<p>NFOWFS4_014_002_220424</p>	<p>Natural England are content to provide comments on the Targeted Consultation and PEIR Addendum, however this is without prejudice to any comments we may wish to make in light of further submissions or on the presentation of additional information. The following documents have been reviewed as part of this consultation:</p> <ul style="list-style-type: none"> <li>•Preliminary Environmental Information Report. PEIR Addendum. Document Reference No: 004908418-01, March 2024, Revision 01, 61pp. (PEIR_Addendum.pdf)</li> <li>•Appendix 1 PEIR Addendum Figures (Appendix+1+PEIR+Addendum+Figures.pdf)</li> <li>•Appendix 2 North Falls Offshore Wind Farm – Extended Phase 1 Habitat Survey Addendum, Document Reference No: 004267443-02, Royal Haskoning DHV (PB9244-ZZ-ON-EC-0087), SO/Draft/001. 25 September 2023,186pp. (Appendix+2+Extended+Phase+1+Habitat+Survey+Report+Addendum.pdf)</li> <li>•North Falls Targeted Consultation Glossary (North-Falls-Targeted-Consultation-Glossary.pdf)</li> <li>•North Falls Targeted Consultation Brochure (North-Falls-Targeted-Consultation-Brochure.pdf)</li> <li>•Bentley Road Works Overview Map (Bentley-Road-Works_Overview-Map.pdf)</li> <li>•Temporary Construction Compound Map (Onshore+Boundary+Comparison_Overview+map+legend_Web.pdf)</li> <li>•S42 Notice (S42notification.pdf)</li> </ul>	<p>Introduction</p>			<p>Noted.</p>	<p>N</p>
<p>NFOWFS4_014_003_220424</p>	<p>Natural England's Remit Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England's remit extends out to 12nm. Pursuant to an authorisation made on the 9th December 2013 by the JNCC under</p>	<p>Introduction</p>			<p>Noted.</p>	<p>N</p>

	paragraph 17(c) of Schedule 4 to the NERC Act 2006, Natural England is also authorised to exercise the JNCC's functions as a statutory consultee in respect of applications for offshore renewable energy installations in offshore waters (12-200nm) adjacent to England.					
NFOWFS4_014_004_220424	Best Practice Advice for Offshore Wind Natural England has produced a series of documents to provide Environmental Assessments: Best Practice Advice for Evidence and Data Standards for offshore wind farm development in English inshore and offshore waters. The advice is provided in a series of documents which range from baseline characterisation surveys and pre-application engagement, through to expectations at application and post-consent monitoring.	Introduction			Noted.	N
NFOWFS4_014_005_220424	The project is divided into four phases: <ul style="list-style-type: none"> <li>• Baseline characterisation surveys</li> <li>• Pre-application engagement and the evidence plan process</li> <li>• Data and evidence expectations at examination</li> <li>• Post-consent monitoring and other environmental requirements.</li> </ul>	Introduction			Noted.	N
NFOWFS4_014_006_220424	The above link also provides access the Nature Conservation Considerations and Environmental Best Practice for Subsea Cables for English Inshore and UK Offshore Waters. This project provides Natural England and JNCCs joint environmental best practice advice for subsea cable projects in English inshore and UK offshore waters. It is the expectation that developers follow our Best Practice through the application and consenting process. As such our advice and recommendations to the PEIR are framed around this advice. If you have any issues using SharePoint Online, please contact the site owners or contact:	Introduction			Noted.	N

	NEOffshoreWindStrategicSolutions@naturalengland.org.uk.					
NFOWFS4_014_007_220424	Natural England has also produced terrestrial guidance 'Developers: get environmental advice on your planning proposals' which is also relevant to the onshore transmission assets for offshore windfarms please follow the links to our standard advice.	Introduction			Noted.	N
NFOWFS4_014_008_220424	Summary We note that following ongoing design refinement since submission of the PEIR, a series of proposed localised changes to the Project's design have been identified which require additional land outside of the onshore project area that was consulted on within the PEIR (2023).	Introduction			Measures to minimise indirect effects upon Holland Haven Marshes SSSI are outlined in Table 23.5 and the OCoCP (document reference 7.13) submitted with the DCO application. These include moving the TCC away from sensitive areas of the SSSI, and including the provision of the Outline Horizontal Directional Drill Method Statement and Contingency Plan (document reference 7.15) with the DCO application.  Embedded mitigation relating to the TCC and landfall, which is in proximity to Holland Haven Marshes SSSI, is summarised in Table 24.5 of the OCoCP, and would form part of the final Environmental Management Plan.  Suitable screening would be erected for the duration of trenchless work at landfall, around the landfall compound, in order to reduce the likelihood of visual or noise disturbance to birds utilising Holland Haven Marshes SSSI and adjoining land.  An Outline HDD Method and Draft 'Break-out' Contingency Plan has been submitted as part of the Project's DCO application (document reference 7.15). This will provide assurance that reasonable steps will be taken to minimise the risk of effects upon interest features of the Holland Haven Marshes SSSI as a result of a bentonite (an inert clay) 'break-out' during the landfall HDD beneath the SSSI and will include provision of an ECoW during landfall HDD.	N
NFOWFS4_014_009_220424	We have reviewed the Addendum to the PEIR and accompanying targeted consultation documents and reiterate our earlier concerns at PEIR (May 2023) regarding potential disturbance to Holland Haven Marshes Site of Special Scientific Interest (SSSI) during construction.	Onshore Ecology				
NFOWFS4_014_010_220424	In particular, we note the proximity of the Temporary Construction Compound (TCC) to the SSSI and advise that suitable mitigation measures should be identified to avoid/minimise disturbance arising from noise and vibration, lighting, hydrological impacts, and pollution arising from a potential 'breakout' of drilling fluid etc.	Noise and Vibration				
NFOWFS4_014_011_220424	These measures should be documented in the mitigation plan.	Introduction				

NFOWFS4_014_012_220424	We also refer the Project to our detailed advice provided at PEIR regarding likely significant effects on onshore ecology, onshore ornithology, protected sites and species, and landscape visual impacts. If you have any queries relating to the content of this letter, please contact me using the details provided below. Yours sincerely, Dr. Yolanda Foote Marine Senior Adviser Marine Major Casework, Natural England E-mail: [REDACTED]@naturalengland.org.uk Telephone: [REDACTED], Mobile: [REDACTED]	Onshore Ecology				
NFOWFS4_015_001_220424	Question 1: Which of the proposed localised changes to the project are you commenting on?  National Grid Electricity Cable corridor Visibility Splays TCCs Widen Bentley Road Maintenance Access Points	Introduction			Noted.	N
NFOWFS4_015_002_220424	Question 1: Comments  Suffolk County Council note the proposed changes and have no comments to make.	N/A			Noted.	N
NFOWFS4_016_001_220424	Question 1: Which of the proposed localised changes to the project are you commenting on?  National Grid Electricity	Introduction			A full assessment of the impacts to archaeology and cultural heritage has been carried out in Chapter 25 (Onshore Archaeology and Cultural Heritage) in consultation with Historic England and Essex County Council. We acknowledge the archaeological and historical potential of the area and Section 25.5 of Chapter 25 (Onshore Archaeology and Cultural Heritage) provides an overview of the existing environment. Two phases of evaluation trenching have been carried out at the onshore substation works area, these are summarised in Section 25.5.4 of Chapter 25 (Onshore Archaeology and Cultural Heritage) with the full reporting included in Appendices 25.10 Five Estuaries & North Falls Onshore Substation Area Archaeological Evaluation Report: Phase 1 and 25.11 Five Estuaries & North Falls Onshore Substation Area Archaeological Evaluation Report: Phase 2 (Volume III)	N
NFOWFS4_016_002_220424	Question 1: Comments  Ardleigh Parish Council remains concerned about the proposals including the cumulative affects of multiple infrastructure projects.	Site Selection and Assessment of Alternatives				



NFOWFS4_016_003_220424	We would refer you to our earlier response to statutory consultation and concerns about impact on our residents, loss of agricultural land etc.	Land Use and Agriculture			(document reference 3.3.57, 3.3.58).
NFOWFS4_016_004_220424	In addition, we are currently preparing our response to the current National Grid consultation and will include additional information on the impact on heritage and historic assets including the setting of a scheduled monument close to the substation sites.	Onshore Archaeology and Cultural Heritage			A full and detailed setting assessment has been produced in support of the ES and is presented in Appendix 25.3 Onshore Infrastructure Setting Assessment (Volume III) (document reference 3.3.50).
NFOWFS4_016_005_220424	Ardleigh has been continuously settled since Neolithic times between 4000-200BC. Within our Parish there is a Scheduled Monument which consists of crop circles showing bronze age burial sites, ditches and trackways. We believe that these extended proposals are closer to this Scheduled Monument.	Onshore Archaeology and Cultural Heritage			An assessment of cumulative effects is provided in Section 25.8 of Chapter 25 (Onshore Archaeology and Cultural Heritage).
NFOWFS4_016_006_220424	This specific area has produced a huge number of archaeological finds from the earliest Neolithic finds through the Bronze Age, Roman period, Iron Age and Saxon period. It is inconceivable that the settlements were limited strictly to the site of the Scheduled Monument. Indeed, it is highly likely that the archaeology extends to the North of Little Bromley Road/ Ardleigh Road.	Onshore Archaeology and Cultural Heritage			
NFOWFS4_016_007_220424	Therefore, construction work in this area could damage, or destroy, important archaeology. A Roman road from Hythe Quay, Colchester to Mistley Quay, crossed our Parish and the route of another Roman road intersects the proposed North Fall and Five Estuaries sites.	Onshore Archaeology and Cultural Heritage			
NFOWFS4_016_008_220424	As there is clear evidence of crop marks showing signs of settlement boundaries and potential for below-ground archaeological deposits etc. there would need to be a programme of archaeological	Onshore Archaeology and Cultural Heritage			

	investigation before any development, including preliminary groundworks.					
NFOWFS4_01 7_001_220424	22nd April 2024 Dear Sirs Nationally Significant Infrastructure Project Further Targeted Consultation Section 42 Stage Thank you for your consultation regarding the above development. The UK Health Security Agency (UKHSA) welcomes the opportunity to comment on your proposals and Preliminary Environmental Information Report (PEIR) Addendum, which provide a supplementary environmental review of proposed localised changes to the Project's onshore infrastructure since the publication of the PEIR at this stage of the Nationally Significant Infrastructure Project (NSIP).	Introduction			Noted.	N
NFOWFS4_01 7_002_220424	Please note that we request views from the Office for Health Improvement and Disparities (OHID) and the response provided is sent on behalf of both UKHSA and OHID. Please note that we have replied to earlier consultations as listed below and this response should be read in conjunction with that earlier correspondence: Request for Scoping Opinion 13/08/2021 Public Consultation Section 42 14/07/23	Introduction			Noted.	N
NFOWFS4_01 7_003_220424	The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up to lifestyles and behaviours, and the communities, local economy, built and natural	Introduction			Noted.	N

	environments to global ecosystem trends.					
NFOWFS4_017_004_220424	All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people.	Human Health			Noted.	N
NFOWFS4_017_005_220424	Although assessing impacts on health beyond direct effects from, for example emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment focused on an application's significant effects.	Human Health			Noted.	N
NFOWFS4_017_006_220424	We have assessed the submitted documentation and are satisfied that the localised changes do not change our previous comments on the PEIR.	Human Health			Noted.	N
NFOWFS4_017_007_220424	Having considered the submitted consultation documents OHID does not consider that the localised changes describe change their previous specific comments and recommendations on the PEIR. If you wish to discuss any particular issues, please do not hesitate to contact us. Yours faithfully On behalf of UK Health Security Agency	N/A			Noted.	N

## Non-prescribed consultees

Consultee reference	Summary of comments	Code/theme	Applicant's response
<p>NFOWF_018_001_03042 4</p>	<p>Dear Daniel Harper, Re: North Falls Offshore Wind Farm: Targeted Consultation</p> <p>Thank you for your letter notifying the Canal &amp; River Trust of the targeted consultation with regards to the North Falls Offshore Wind Farm.</p> <p>We are the charity who look after and bring to life 2000 miles of canals &amp; rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural, and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a prescribed consultee in the Nationally Significant Infrastructure Projects (NSIPs) process.</p>	<p>Introduction</p>	<p>Noted.</p>
<p>NFOWF_018_002_03042 4</p>	<p>The Trust has reviewed your proposals and, considering the proposed works would not be within close proximity to our network, the Canal &amp; River Trust have no comments to make on the proposals.</p> <p>Kind regards Anne</p>	<p>N/A</p>	<p>Noted.</p>
<p>NFOWF_019_001_04042 4</p>	<p>This response to the North Falls project's targeted consultation (March to April 2024) is submitted by the staff team that works across the Dedham Vale and Suffolk Coast &amp; Heaths Areas of Outstanding Natural Beauty, AONB. It is worth noting while policy and legislation refers to AONB, the 34 English AONBs rebranded to National Landscapes in 2023. This response will use the AONB nomenclature.</p>	<p>Introduction</p>	<p>Noted.</p>

<p>NFOWF_019_002_04042 4</p>	<p>Background: AONBs are designated by the relevant Secretary of State to deliver their statutory purpose, to conserve and enhance natural beauty. The Levelling Up and Regeneration Act (2023) placed a strengthened duty on relevant bodies, including those bodies proposing to generate and transmit electricity to: 'seek to further the purpose of the AONB designation' when decision making. See para 245 of: <a href="https://www.legislation.gov.uk/ukpga/2023/55/enacted">https://www.legislation.gov.uk/ukpga/2023/55/enacted</a> The relevant AONB Partnerships, un-constituted bodies that work together to act as an advocate for the designated area, have responded to previous rounds of consultation on the North Falls project namely the Non Statutory Consultation 2022 and Statutory Consultation 2023.</p>	<p>Introduction</p>	<p>Noted.</p>
<p>NFOWF_019_003_04042 4</p>	<p>The project revisions to: •Increase the distance from shore to the nearest point of the array. •Reduce the offshore array area by 55 km2. •Reduce the maximum height of individual turbines. have been broadly welcomed.</p>	<p>Introduction</p>	<p>Noted.</p>
<p>NFOWF_019_004_04042 4</p>	<p>In addition, the staff team recognise the important part that more sustainable electricity generation can have in reducing the drivers for climate change. Dedham Vale and Suffolk &amp; Essex Coast &amp; Heaths National Landscapes staff team response to:</p>	<p>Introduction</p>	<p>Noted.</p>
<p>NFOWF_019_005_04042 4</p>	<p>Response: It is noted that the changes to the project as outlined in the Preliminary Environmental Information Report (PEIR) amendment, March 2024 notes in section 2.4, para 44: Minor changes to the EACN [East Anglian Connection Node] compound boundary have resulted in minor additional areas of land outside of the onshore project area</p>	<p>Site Selection and Assessment of Alternatives</p>	<p>Noted.</p>
<p>NFOWF_019_006_04042 4</p>	<p>Section 3.11.3 of the PEIR amendment states: there are no new or materially different likely significant effects than those reported in Chapter 30 Landscape and Visual Impact (Volume I) of the PEIR due to the proposed localised changes to the EACN</p>	<p>Landscape and Visual Impact Assessment</p>	<p>Noted.</p>
<p>NFOWF_019_007_04042 4</p>	<p>The original PEIR non-technical summary (May 2023) noted: No significant effects (in EIA [Environmental Impact Assessment] terms) were identified for designated landscapes, including AONB designations.</p>	<p>Landscape and Visual Impact Assessment</p>	<p>Noted.</p>

NFOWF_019_008_04042 4	The National Landscape staff team recognise that an onshore substation could be: 18m in height (based on worst case 15m GIS building with 3m high lighting rod). The ZTV is based on an indicative 15m high structure across Chapter 30 Landscape and Visual Impact Assessment Page 31 of 73 the extents of the onshore substation indicative operational footprint. A 3m high lighting rod, which would be required on top of the GIS building	Landscape and Visual Impact Assessment	Noted.
NFOWF_019_009_04042 4	Section 30.5.5 para 58 PEIR Chapter 30 Landscape and Visual Impact Assessment May 2023 And within 1 mile (local calculation) of the designated landscape and could be considered in the setting of it. The staff team therefore ask the project proposer to give further opinion on whether the proposals will have any significant impact on the AONB, to ensure compliance with the strengthened duty to seek to further the conservation and enhancement of the AONB (Section 85 CROW Act 2000). Yours sincerely Simon Amstutz National Landscape Manager Dedham Vale and Suffolk & Essex Coast & Heaths National Landscapes [REDACTED]@suffolkandessex-NL.org.uk	Landscape and Visual Impact Assessment	Noted.
NFOWF_020_001_04042 4	EMAIL COPY: Thank you for consulting the PLA about the North Falls targeted consultation which relates to localised changes to the project's onshore boundary. Given the location of the changes, the PLA has no comments to make on them.	Introduction	Noted.
NFOWF_020_002_04042 4	The consultation documents advise that the decision was taken after the 2023 statutory consultation to remove the whole of the northern offshore array area following consideration about matters which included shipping and navigation. The documents also advise that the project is at an advanced stage of the pre-application phase of the DCO process.	Introduction	Noted.
NFOWF_020_003_04042 4	Given the significance of the UK's largest port, it is imperative that the existing and future capacity and operation of the Port of London are not compromised during construction and operation of the wind farm.	Shipping and Navigation	Noted.
NFOWF_020_004_04042 4	Pre-application consultation is a key requirement for applications for Development Consent Orders and this includes engagement with those who would be directly affected by a project. The PLA would welcome a meeting with RWE/SSE Renewables prior to the application being submitted to PINS to discuss how the PLA's previous comments have been addressed (July 2023 comments attached for ease of reference) as the last meeting the wider PLA project team had with RWE/SSE Renewables was on 27 September 2023.	Technical Consultation	Noted.

<p>NFOWF_020_005_04042 4</p>	<p>In addition, it is of note that the PLA's Senior Harbour Master attended a hazard workshop in October 2023 where the main points of discussion centred on burial depth and avoiding cable crossings in the deep water routes. Only draft minutes have been provided for the October meeting, and the hazard log which was due to be provided post meeting remains outstanding.</p> <p>Regards Lucy</p>	<p>Shipping and Navigation</p>	<p>Noted.</p>
<p>NFOWF_020_006_04042 4</p>	<p>ATTACHMENT</p> <p>Thank you for consulting the PLA on the proposed North Falls Offshore Wind Farm and the Preliminary Environmental Information report (PEIR) which has been produced.</p> <p>The PLA is the statutory harbour authority for the tidal River Thames between Teddington and the outer Thames Estuary. Governed by the Port of London Act 1968 its statutory functions include responsibility for conservancy, hydrographic surveying, dredging, managing the public navigation and controlling vessel movements.</p>	<p>Introduction</p>	<p>Noted.</p>
<p>NFOWF_020_007_04042 4</p>	<p>The proposed wind farm lies outside the PLA's statutory limits under the 1968 Act. However, the PLA's functions include the promotion of the use of the River for freight and passengers as an important and sustainable transport corridor.</p>	<p>Shipping and Navigation</p>	<p>Noted.</p>
<p>NFOWF_020_008_04042 4</p>	<p>The Port of London is the country's biggest port – 55m tonnes of goods were handled in the Port in 2022 - and its contribution to international trade is critical.</p>	<p>Shipping and Navigation</p>	<p>Noted.</p>
<p>NFOWF_020_009_04042 4</p>	<p>Over 48,000 jobs depend on the Port, which generates more than £4.5 billion in economic value added annually, and there is significant ongoing investment taking place within the Port. It is therefore imperative that the existing and future capacity and operation of the Port of London are not compromised during construction and operation of the wind farm.</p>	<p>Socio-economics</p>	<p>Noted.</p>
<p>NFOWF_020_010_04042 4</p>	<p>The PEIR is written on the basis that subsequent assessment in the Environmental Statement will achieve a tolerable outcome and relies on being able to agree mitigation with the MCA. This seems premature - how can the risk be determined before the assessment is carried out?</p>	<p>EIA Methodology</p>	<p>Noted.</p>
<p>NFOWF_020_011_04042 4</p>	<p>The NRA manages to gloss over the idea that the Port of London could be affected by the proposed development by avoiding mention of the port.</p>	<p>Shipping and Navigation</p>	<p>Noted.</p>

NFOWF_020_012_04042 4	It notes there are three deep water routes leading from the Sunk Pilot station (4.2 Routeing Measures) but there is no comment on the importance of Black Deep and King's Channel as being the deep water access routes for the port. It seems that as the port is outside of either the 10nm or 2nm assessment areas its significance has not been considered.	Shipping and Navigation	Noted.
NFOWF_020_013_04042 4	In 4.9 Port, Harbour and Related Facilities, the port is not mentioned and in the assessment of Main Commercial Routes (7.2) the assessment relates to those within the 10nm of the array areas, so despite the data captured on the chart showing the 90th percentile traffic approaching Black Deep, it is not listed as a main commercial route.	Shipping and Navigation	Noted.
NFOWF_020_014_04042 4	In responding to the MGN 654 checklist, under 'Assessment of the cumulative and individual effects' point vi. asks 'Whether the nearby area contains prescribed routeing schemes or precautionary areas' – only IMO routeing schemes have then been considered in proximity to the array and local traffic routes to the Port of London or Harwich have not been considered.	Shipping and Navigation	Noted.
NFOWF_020_015_04042 4	In Table A.2, the Annex 1 checklist specifically mentions 'Analysis of the marine traffic, including base case and future traffic densities and types' but the response only considers current traffic and make no mention of assessing future traffic concerns.	Shipping and Navigation	Noted.
NFOWF_020_016_04042 4	In the section on vessel draughts (6.1.3.2) it is noted that the maximum draught vessel recorded during the survey was 20.7m but this was using the North Hinder TSS and as Figure 6.19 sets the upper limit of analysis as a category of vessels with a draught over 9m, those using the Port of London's deep water routes which are over 9m but less than 20.7m are not captured and do not highlight current maximum draughts of vessels in the area in order for the report to consider how these draughts may increase over time.	Shipping and Navigation	Noted.
NFOWF_020_017_04042 4	In response to Harwich's concerns, the cable route has been moved south and now in direct conflict with the Sunk Deep Water Route (DWR).	Shipping and Navigation	Noted.
NFOWF_020_018_04042 4	Dredged Areas had automatically been discounted from the selection process, but "dredged area" appears to have been defined by the cartographic depiction on a navigation chart rather than review of the legal powers parties may already hold for dredging.	Offshore Archaeology and Cultural Heritage	Noted.
NFOWF_020_019_04042 4	The London Gateway HEO (which is not referenced), has powers for dredging to 16.5m + 1m tolerance along the Sunk DWR. It would appear the cable corridor crosses the Sunk DWR in approx. 18m of water. If the cable were laid with a 5% reduction in water depth as a result of cable lay there	Offshore Archaeology and Cultural Heritage	Noted.



	would be 17.1m of water which is in the zone for which London Gateway already have powers to dredge.		
NFOWF_020_020_04042 4	There is also no consideration of future deepening of the channel and the disbenefits that the presence of a cable crossing would bring.	Offshore Archaeology and Cultural Heritage	Noted.
NFOWF_020_021_04042 4	Where cable interaction is considered with vessels in the Shipping and Navigation chapter, paragraph 177 misses the point entirely and talks about an 'increase in underkeel interaction'.	Shipping and Navigation	Noted.
NFOWF_020_022_04042 4	The dredge requirements have not been considered and the focus is instead on the keel of the vessel getting too close to the cable itself.	Shipping and Navigation	Noted.
NFOWF_020_023_04042 4	Whilst underkeel clearance is important, the cable cannot limit the future of the UK's largest port by being laid at a depth that is insufficient to allow a dredge to occur at a later date. Paragraph 180 considers the risk in not laying the cable at depth but again this only refers to interaction with vessels and not the risk to the Port.	Shipping and Navigation	Noted.
NFOWF_020_024_04042 4	There is also no consideration of interaction with other cables or consideration of contingencies for areas where cable cannot be buried due to surface nature. Neuconnect is mentioned in table 15.11 on cumulative effects, but there is no consideration of crossing points and effect on burial depths.	Offshore Archaeology and Cultural Heritage	Noted.
NFOWF_020_025_04042 4	The PLA, in line with other projects in the Estuary and as set out during the consultation process, highlighted the importance of future proofing and emphasised the PLA's requirement of a safeguarding of 20m of water plus any burial depth required for cable protection.	Offshore Archaeology and Cultural Heritage	Noted.
NFOWF_020_026_04042 4	Opportunities to have a combined cable corridor with Five Estuaries have not been considered and in combination effects with Five Estuaries with regard to current and future port access need to be assessed in the ES.	Site Selection and Assessment of Alternatives	Noted.

NFOWF_020_027_04042 4	It is also noted that the scheme has a lifespan of approx. 30 years and upon decommissioning, cables would be abandoned and any scour protection (with its resultant impact on water depths) is likely to be left in situ.	Offshore Archaeology and Cultural Heritage	Noted.
NFOWF_020_028_04042 4	The Shipping and Navigation Chapter of the PEIR makes no reference in the “reduced port access” worst case scenarios to burial depths not being achieved during construction or to the potential for reduced port access due to the burial depths that are proposed.	Shipping and Navigation	Noted.
NFOWF_020_029_04042 4	Notably under the impact ‘interaction with subsea cables’ there is reference to an offshore export cable target burial depth of only 0.5m and a minimum of 0m. Rock berm protection has an indicative height of 1.4m.	Offshore Archaeology and Cultural Heritage	Noted.
NFOWF_020_030_04042 4	The PEIR appears to rely on the cable burial risk assessment to determine depths for the cable, but this hasn’t been completed yet and there is lots of resultant uncertainty for the PLA as to what is proposed and where. Discussion of risks relating to anchor strike of the cable are dismissive.	Offshore Archaeology and Cultural Heritage	Noted.
NFOWF_020_031_04042 4	The scale of navigation chart used in the figures for the Navigation and Shipping chapter is worse than that used in commercial fisheries chapter, the latter actually showing the location of the charted deep water routes referenced in the assessment text.	Shipping and Navigation	Noted.
NFOWF_020_032_04042 4	With regard to construction further consideration needs to be given to the disruption to services around the Sunk Pilot station – the PLA previously raised that any construction and eventually maintenance needs to be done in close cooperation with the PLA and Harwich in order to minimise the disruption over a 3 year period. It is also suggested that communication and consultation needs to occur with London Gateway and other terminal operators using the deep water routes so that scheduling can be carefully managed throughout this time.	Shipping and Navigation	Noted.
NFOWF_020_033_04042 4	Given the seriousness of the issues raised in this response the PLA would welcome the opportunity of a meeting to go through the points in detail.  Regards Lucy	Technical Consultation	Noted.

<p>NFOWF_021_001_15032 4</p>	<p>Dear Daniel Harper Re: North Falls Offshore Wind Farm Section 42 of the Planning Act 2008 and/or Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 Proposed offshore wind farm.; NORTH FALLS OFFSHORE WIND FARM, EAST ANGLIA Thank you for your notification of 13 March 2024 seeking the views of the Coal Authority on the above. The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.</p>	<p>Introduction</p>	<p>Noted.</p>
<p>NFOWF_021_002_15032 4</p>	<p>The site to which this submission relates is not located within the defined coalfield. On this basis we have no specific comment to make. Yours The Coal Authority Planning Team</p>	<p>N/A</p>	<p>Noted.</p>
<p>NFOWF_022_001_17042 4</p>	<p>Dear Project Team,  The Woodland Trust previously commented on the July 2023 Statutory Consultation for the North Falls Onshore Wind Farm proposals and would like to provide further comment as part of this targeted consultation. Please find attached our 2023 consultation response for your information.</p>	<p>Introduction</p>	<p>Noted.</p>
<p>NFOWF_022_002_17042 4</p>	<p>We have assessed the localised changes to the project's onshore PEIR boundary and the proposed onshore DCO boundary provided. We note that the proposed DCO boundary does not include or fall adjacent to any areas of ancient woodland, or any Woodland Trust sites</p>	<p>Onshore Ecology</p>	<p>Noted.</p>
<p>NFOWF_022_003_17042 4</p>	<p>However, we wish to make clear that we would have concerns for any potential ancient or veteran trees included within the DCO boundary. At present, it is not clear how many trees would fall within the DCO boundary.</p>	<p>Onshore Ecology</p>	<p>Noted.</p>
<p>NFOWF_022_004_17042 4</p>	<p>As detailed within our 2023 consultation response, ancient and veteran trees are susceptible to change caused by construction/development activity and must be allowed appropriate space for future growth and movement, both above and below ground.</p>	<p>Onshore Ecology</p>	<p>Noted.</p>

NFOWF_022_005_17042 4	We would like to remind the project team that while BS5837 guidelines states that trees require a root protection area (RPA) of 12 times the stem diameter (capped at 15m), other government guidance related to ancient and veteran trees must be considered. In particular, Natural England and Forestry Commission's standing advice for veteran trees states: "For ancient or veteran trees (including those on the woodland boundary), the buffer zone should be at least 15 times larger than the diameter of the tree. The buffer zone should be 5 metres from the edge of the tree's canopy if that area is larger than 15 times the tree's diameter. This will create a minimum root protection area. Where assessment shows other impacts are likely to extend beyond this distance, the proposal is likely to need a larger buffer zone."	Onshore Ecology	Noted.
NFOWF_022_006_17042 4	To this end, it is imperative that such trees are appropriately surveyed and accounted for in arboricultural surveys and impact assessments. We would welcome direct engagement with the project team once such arboricultural information is available and a clearer idea of impacts is available.  Best regards, Jack	Onshore Ecology	Noted.
NFOWF_021_001_19042 4	I am Andrew Harston and I am a Strategic Adviser employed by Associated British Ports (ABP). We have submitted the following detail by email and also completed and returned the Feedback Form. This response reflects the position of ABP as a Statutory Harbour Authority (SHA) on the River Orwell where we interface with Harwich Haven Authority to ensure overall integrated & seamless control of marine movements and the water space, and as an organisation that has been involved for more than a decade in providing port related services to Offshore Wind Farm developers and their contractors/supply-chain in the East of England region.	Introduction	Noted.
NFOWF_021_002_19042 4	The matters that are being consulted upon in this Targeted Consultation (14 March 2024 to 22 April 2024) relate entirely to land side matters which all appear to be required, sensible and help to ensure the successful and timely delivery of the North Falls Offshore Wind Farm.	Introduction	Noted.
NFOWF_021_003_19042 4	Associated British Ports is extensively involved with East of England Offshore Wind Farm development at ABP's Port of Lowestoft where it has O&M Centres representing both Scottish Power Renewables (SPR) and Scottish & Southern Energy (SSE) and via ABP Port of Ipswich where we have supported the associated landside works with cable imports, transformers and so on.	Introduction	Noted.
NFOWF_021_004_19042 4	The additional Offshore Wind Generating capability of up to 504MW that North Falls will add to UK Renewable generating capacity is to be welcomed and will contribute to the UK Government ambition for S0GW by	Need for the Project	Noted, the Applicant welcomes Associated British Ports support for the Project.

	2030. Current capacity is of the order of 14GW across the UK of which SGW is already installed in the Southern North Sea offshore East Anglia.		
NFOWF_021_005_19042 4	There is a further 10GW of capacity either consented, or in the planning & consenting process in the East of England region, of which North Falls represents a significant additional contribution to the future supply of clean, green energy both for the East of England region and for the UK overall.	Need for the Project	
NFOWF_021_006_19042 4	The East of England is at the vanguard of clean and renewable energy generation for the UK and as Associated British Ports we fully support the North Falls development, and this Targeted Consultation. Please contact me at [REDACTED]@abports.co.uk should you require any further information.	Need for the Project	
NFOWF_022_001_22042 4	Dear Sir/Madam, North Falls Offshore Wind Farm Targeted Consultation under Section 42 of the Planning Act 2008 Thank you for the opportunity to comment on the above, which relates to localised changes to the project's onshore PEIR boundary and the inclusion of additional land in the proposed DCO boundary. The changes follow the Statutory Consultation on the project in July 2023, which included production of a Preliminary Environmental Information Report (PEIR). The RSPB commented on this document in July 2023.	Introduction	Noted.
NFOWF_022_002_22042 4	In response to the current consultation, the RSPB note confirmation that the temporary construction compound for the landfall will be located outside Holland Haven Marshes SSSI.	Onshore Ecology	Noted.
NFOWF_022_003_22042 4	We welcome this and the confirmation that HDD techniques will be used to install the necessary cables (as was also highlighted in North Falls Community News, Edition 3). We also welcome the proposed reduction in the overall length of hedgerows impacted by the cable route works.	Onshore Archaeology and Cultural Heritage	Noted.
NFOWF_022_004_22042 4	Please note the RSPB reserves the right to amend its position on these or other matters when the proposal is submitted. Yours faithfully, Joseph Beale RSPB Conservation Officer, Kent and Essex	N/A	

<p>NFOWF_023_001_02042 4</p>	<p>Dear Daniel, Re: East Suffolk Council's response to the North Falls Offshore Windfarm Targeted Consultation Under Section 42 of the Planning Act 2008 (14 March – 22 April 2024). Thank you for your letter dated 13th March 2024 inviting East Suffolk Council to provide feedback on the North Falls Offshore Wind Farm Targeted Consultation. Following a review of the consultation materials, we understand that following the pre-application statutory consultation undertaken between 16 May 2023 and 14 July 2023, together with further engineering, road safety and environmental / technical work being undertaken, the Applicant has further developed the project's plans.</p>	<p>Introduction</p>	
<p>NFOWF_023_002_02042 4</p>	<p>It is understood that the targeted consultation is focussed on proposed localised changes to the project's onshore PEIR boundary within the District of Tendring, Essex.</p>	<p>Introduction</p>	<p>Noted.</p>
<p>NFOWF_023_003_02042 4</p>	<p>We note the proposed changes are in relation to additional land requirements in vicinity of the substation, locations where additional land is required to accommodate the onshore cable corridor, locations identified for access points for operating and maintaining the project over the operational lifespan, areas relating to construction traffic visibility splays and temporary construction compounds, and improvements / widening of highway areas needed to facilitate the project's construction.</p>	<p>Introduction</p>	
<p>NFOWF_023_004_02042 4</p>	<p>As all of the proposed onshore changes relating to the onshore order limits boundary are entirely within the district of Tendring, with no onshore infrastructure proposed within East Suffolk, we have no further comments to make at this time.</p>	<p>N/A</p>	
<p>NFOWF_023_005_02042 4</p>	<p>We trust the feedback provided in this letter is useful and we welcome ongoing engagement for this project. Yours faithfully, Philip Ridley BSc (Hons) MRTPI Head of Planning and Coastal Management East Suffolk Council Date: 28 March 2024 Our Ref: North Falls Targeted Consultation Response Enquiries to: Grahame Stuteley Email: [REDACTED]@eastssuffolk.gov.uk North Falls Offshore Wind Farm Limited Windmill Hill Business Park Whitehill Way Swindon Wiltshire SN5 6PB By email: contact@northfallsoffshore.com</p>	<p>Technical Consultation</p>	<p>Noted.</p>

<p>NFOWF_024_001_11042 4</p>	<p>Dear Sir/Madam, Re: 24/03012/PACON – North Falls is a proposed offshore wind farm located in the southern North Sea, approximately 42 kilometres from the East Anglian coast at its nearest point. An offer from National Grid for an onshore grid connection in Tendring, North Essex, has been accepted. This is approximately 24 kilometres from the landfall location between Clacton-on-Sea and Frinton-on-Sea. North Falls is set to support the UK governments target of 50 gigawatts (GW) of installed offshore wind capacity by 2030. Location: Southern North Sea, approximately 42 Kilometres from The East Anglia Coast at its nearest point.</p>	<p>Introduction</p>	<p>Noted.</p>
<p>NFOWF_024_002_11042 4</p>	<p>Thank you for your consultation request dated 13th March 2024 in respect of the above proposal. The site does not fall within this District and therefore the policies set out in the adopted Maldon District Local Development Plan 2014-2029 do not apply.</p>	<p>Policy and Legislative Context</p>	<p>Noted.</p>
<p>NFOWF_024_003_11042 4</p>	<p>The development would not have any adverse impact on the polices set out within the Plan.</p>	<p>Policy and Legislative Context</p>	<p>Noted.</p>
<p>NFOWF_024_004_11042 4</p>	<p>Conclusion The proposed development relates to the construction of an off-shore windfarm well outside the district of Maldon. Therefore, the Council does not wish to make any comment on this proposal. I hope this information is of assistance. Yours faithfully, JKirkaldy Juliet Kirkaldy Planning Officer Development Management Our ref 24/03012/PACON Your ref 11th April 2024 Contact@northfallsoffshore.com Enquiries to Juliet Kirkaldy Email: dc.planning@maldon.gov.uk</p>	<p>N/A</p>	<p>Noted.</p>

<p>NFOWF_025_001_12042 4</p>	<p>Dear North Falls,</p> <p>Thank you for the notice of your targeted consultation dated 13th March 2024.</p> <p>The scheme has limited direct impact on the Colchester City Council (CCC) administrative area.</p>	<p>Site Selection and Assessment of Alternatives</p>	<p>Noted.</p>
<p>NFOWF_025_002_12042 4</p>	<p>The scheme does however raise significant indirect concerns with regards to Options 1 and Options 2 in your letter as they both rely on the East Anglian Connection Node (EACN).</p>	<p>Site Selection and Assessment of Alternatives</p>	<p>Noted.</p>
<p>NFOWF_025_003_12042 4</p>	<p>The Council would like to take this opportunity to point out that the Nation Grid 'Norwich to Tilbury' Great Grid Upgrade proposal has this week begun its Statutory Consultation as I am sure you are aware. Part of the Norwich to Tilbury Stat Con is the location of the EACN. The EACN is not yet approved and an application for Development Consent for it is unlikely to be made until 2025 at the earliest. It should not be referred to as the National Grid EACN/Substation but the 'proposed' or 'potential' EACN/Substation.</p>	<p>Site Selection and Assessment of Alternatives</p>	<p>Noted.</p>
<p>NFOWF_025_004_12042 4</p>	<p>This matters to CCC as the position of the EACN is one of the fundamental reasons that the current 'Norwich to Tilbury' transmission alignment cuts across the Dedham Vale National Landscape (formerly AONB) and then heads right across the rural north of the CCC administrative area having a direct impact on numerous CCC Parishes.</p>	<p>Site Selection and Assessment of Alternatives</p>	<p>Noted.</p>
<p>NFOWF_025_005_12042 4</p>	<p>CCC therefore objects to the positioning of the EACN and consider it is premature and presumptive to submit an application for a DCO that relies on a connection node that does not yet have Development Consent, especially when the knock-on effect of the EACN is so detrimental to the CCC area along with our neighbouring authorities.</p> <p>Many thanks</p> <p>James Ryan</p>	<p>Site Selection and Assessment of Alternatives</p>	<p>It is not unusual for energy generation projects to progress the DCO application process in advance of having transmission into the national electricity distribution network confirmed. The Applicant is taking forward three connection options as part of its DCO application and the Applicant has, in the interim, accepted an offer from NGET to be able to connect to its proposed East Anglia Connection Node.</p> <p>These connection options are described in the Project Description chapter of the Environmental Statement (document reference 3.1.7). Ultimately, the Applicant is</p>



			focused on its own programme and its commitment to be operational by the end of the decade.
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## Anglian Water

Consultee reference	Summary of comments	Code/ theme	Applicant's response	Project change (Y / N)
NFOWF_026_001_190424	Dear Sir/ Madam,  Thank you for consulting Anglian Water Services on this targeted consultation. Previously, we have supplied written comments to the formal statutory consultation on the proposed Development Consent Order (DCO) application and the Preliminary Environmental Information Report (PEIR) which took place in mid-2023.	Introduction	Noted.	N
NFOWF_026_002_190424	This identified those potential areas where there are AWS assets and included locations such as at Short Lane in Great Holland which is subject to this current consultation.	Infrastructure and Other Users	Noted.	N
NFOWF_026_003_190424	There is an underground foul sewer belonging to Anglian Water which is located within this part of the order limits and would interact with an access track for the project to use during the operation and maintenance period.	Infrastructure and Other Users	Utility providers potentially affected by construction works would be contacted prior to construction works commencing. Methodology for utility crossings would be agreed with asset owners in line with best practice.  The continuity of utilities during the construction works would be ensured. Prior to construction, the team delivering the works would be made aware of the precise locations of existing services.  Further details regarding how interactions with utilities are outlined in the Project's OCoCP (doc ref: 7.13), submitted with the DCO application.	N
NFOWF_026_004_190424	It is our understanding that with regards to connections into Anglian Water networks, as there are no existing assets within the projects order limits, North Falls will physically not be able to make a connection.	Infrastructure and Other Users	The Outline Operational Drainage Plan identifies that a septic tank would be used at the onshore substation, so it is not anticipated that a sewerage connection will be required.	N

NFOWF_026_005_190424	There will be a requirement for some form of septic/ wastewater storage tank at compound sites that host welfare facilities, which will need emptying and disposing of, but this would be dealt with outside of this consent regime by a third-party contractor.	Infrastructure and Other Users	The Outline Operational Drainage Plan identifies that a septic tank would be used at the onshore substation, so it is not anticipated that a sewerage connection will be required.	N
NFOWF_026_006_190424	Engagement with the project team is taking place to enable pre-submission agreement on Protective Provisions for Anglian Water assets and the submission of an agreed Statement of Common Ground.	Infrastructure and Other Users	Noted.	N
NFOWF_026_007_190424	<p>A copy of the PP template document has been provided. We look forward to continuing this dialogue with the project team. This should in turn reduce the Examining Authority questions for statutory undertakers and removes the possible need for changes to the project during Examination.</p> <p>Yours faithfully,</p> <p>Carry Murphy</p> <p>Chartered Town Planner - MRTPI Spatial and Strategic Planning Manager – Sustainable Growth</p> <p>Quality &amp; Environment</p>	Infrastructure and Other Users	Noted.	N
NFOWF_026_008_190424	<p>Dear Daniel,</p> <p>North Falls Offshore Wind Farm (NFOWF) Project Statutory consultation to 14th July 2023</p> <p>Thank you for the opportunity to comment on the statutory consultation for the NFOWF and the Preliminary Environmental Impact Report (PEIR). Anglian Water is the statutory sewerage undertaker for the proposed onshore project area for the cable corridor between landfall and the onshore substation within the Tendring District Council area.</p>	Introduction	Noted.	N

NFOWF_026_009_190424	<p>As highlighted in our response to the scoping consultation, Anglian Water would welcome discussions with North Falls and SSER/RWE before the subsequent submission of the Draft DCO for examination. We would recommend discussion on the following issues:</p> <ul style="list-style-type: none"> <li>• The Draft DCO Order including protective provisions specifically to ensure Anglian Water's services are maintained during construction</li> <li>• Requirement for wastewater services for onshore infrastructure</li> <li>• Impact of development on Anglian Water's assets and the need for mitigation</li> <li>• Pre-construction surveys if required</li> </ul>	Introduction	Noted.	N
NFOWF_026_010_190424	<p>PEIR NON-TECHNICAL SUMMARY</p> <p>Anglian Water welcomes reference to the revised drafts of applicable National Policy Statements, and that these versions will inform the Environmental Statement, when the DCO application is submitted for examination. We support the coordination sought with the Five Estuaries Offshore Wind Farm (VEOWF) regarding the opportunities to coordinate as part of the onshore construction process (regarding cable route and potential substation) to minimise the overall impact of the two projects and to ensure consistent and efficient engagement with stakeholders including statutory undertakers.</p>	Policy and legislative context	Noted.	N

<p>NFOWF_026_011_190424</p>	<p>VOLUME 1, CHAPTER 4: SITE SELECTION AND ASSESSMENT OF ALTERNATIVES          Anglian Water notes the process for identifying the onshore project area and onshore substation siting options and acknowledge that the detailed design development work has been defined by three options for onshore electrical connection – consisting of cable route and onshore substation infrastructure, with landfall between Clacton-on-Sea and Frinton-on-Sea.          4.14.4 Onshore cable corridor(s) for PEIR: Anglian Water notes the broad corridor connecting the landfall search area to the onshore substation zone, which will accommodate any temporary works for both NFOWF and VEOWF, temporary construction compounds and corridor flexibility. In retaining corridor flexibility around Thorpe-le-Soken and adding the temporary construction compounds to the onshore cable corridor; the approach taken avoids direct interfaces with our assets. The closest corridor option to Thorpe-le-Soken is therefore closest to our water recycling network but does not appear to intersect with our below ground wastewater network assets. Should this option be taken forward following the ongoing refinement of options to a final onshore cable route, we would seek to require Protective Provisions specifically to ensure Anglian Water’s services are maintained and retained apparatus protected during construction. However, we welcome the acknowledgement in the PEIR that the cable corridor has been broadened to accommodate the necessary stand-off distances requested by utility companies.</p>	<p>Site Selection and Assessment of Alternatives</p>	<p>Utility providers potentially affected by construction works would be contacted prior to construction works commencing. Methodology for utility crossings would be agreed with asset owners in line with best practice.</p> <p>The continuity of utilities during the construction works would be ensured. Prior to construction, the team on the ground would be made aware of the precise locations of existing services.</p> <p>NFOW will seek to continue discussion with Anglian Water regarding protective provisions within the DCO.</p> <p>Further details regarding interactions with utilities are outlined in the Project’s OCoCP (doc ref: 7.13), submitted with the DCO application.</p>	<p>N</p>
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<p>NFOWF_026_012_190424</p>	<p>VOLUME 1, CHAPTER 5: PROJECT DESCRIPTION  5.8.4.4 Drainage: Anglian Water notes that this section states that a surface water drainage system would be required for the operational substation. Anglian Water would welcome a design that follows the drainage hierarchy in seeking to manage surface water through sustainable drainage systems, and only seek a connection to a public sewer when all other options are demonstrated to be impracticable. The PEIR states that the full specification for water attenuation and drainage system, plus any foul drainage connection to a public sewer system (if available) would be addressed as part of detailed design post consent. If a connection to a public sewer is therefore a possibility, Anglian Water would wish to be included as a consultee in the Schedule of Requirements that specifically concern surface water and foul water drainage. We would also seek clarification whether a connection to our wastewater network will be required for any of the temporary construction compounds (TCC) and advise that early discussions should take place with our pre-development team regarding capacity of our network and assets to accept wastewater flows from the proposed TCC sites.</p>	<p>Project description</p>	<p>A connection to Anglian Water's assets will not be needed. Details of the SUDs measures that will be used at the onshore substation can be found in the Outline Operational Drainage Plan; the Drainage Strategy also identifies that a septic tank would be used at the substation, so it is not anticipated that a sewerage connection will be required.</p>	<p>N</p>
<p>NFOWF_026_013_190424</p>	<p>CHAPTER 18 INFRASTRUCTURE AND OTHER USERS  18.5.3 Anglian Water welcomes the PEIR identifying that there is a surface water sewer outfall pipe located within the landfall search area to the north east of Frinton Golf Course. However, figure 22.6 also identifies a foul sewer from Great Holland to a sewer pumping station (FRINTON-HOLLAND ROAD] and further sewers on the edge of Frinton on Sea.</p>	<p>Infrastructure and Other Users</p>	<p>Utility providers potentially affected by construction works would be contacted prior to construction works commencing. Methodology for utility crossings would be agreed with asset owners in line with best practice.</p> <p>The continuity of utilities during the construction works would be ensured. Prior to construction, the team delivering the works would be made aware of the precise locations of existing services.</p> <p>Further details regarding how interactions with utilities are outlined in the Project's OCoCP (doc ref: 7.13), submitted with the DCO application.</p>	<p>N</p>

NFOWF_026_014_190424	<p>CHAPTER 19 GROUND CONDITIONS AND CONTAMINATION</p> <p>19.3.3 Summary of mitigation embedded in the design: The mitigation measures outlined regarding contaminated land and groundwater references that wastewater arising from potential areas of contamination within the PRA or encountered through construction works, or groundwater from dewatering activities would be collected prior to discharge. This goes on to state that discharge of the wastewater shall either be to a foul sewer under a trade effluent agreement or to a surface water body. Anglian Water as the statutory sewerage undertaker, would welcome further discussion regarding such matters, and would seek to ensure that we are adequately consulted on any connections to our network, including through the Expert Topic Group proposed in Chapter 21.</p>	Ground Conditions and Contamination	Noted.	N
NFOWF_026_015_190424	<p>CHAPTER 21 WATER RESOURCES AND FLOOD RISK</p> <p>Anglian Water welcomes reference to our Scoping Response in Table 21.1 regarding impacts on our sewer network and that matters relating to the Construction Surface Water and Drainage Plan will be developed as part of the Code of Construction Practice (CoCP). Whilst an outline CoCP will be included as part of the DCO application, Anglian Water requests that we are consulted on the CoCP when this is prepared post-DCO consent, particularly if connections are likely to be required to our assets. Anglian Water confirms that we would welcome further engagement through an Expert Topic Group to consider any impacts on our existing infrastructure.</p>	Water resources and flood risk	A connection to Anglian Water's assets will not be needed. As described in the Outline Operational Drainage Plan, a septic tank would be used at the onshore substation.	N

NFOWF_026_016_190424	<p>Table 21.3 Embedded mitigation measures:</p> <p>Surface Water: Anglian Water notes that we may potentially be consulted should a connection to our drainage infrastructure should be required for surface water run-off following construction of the cable corridor and particularly the onshore substation. Anglian Water would request that we are consulted when the Operational Surface Water and Drainage Plan is developed, unless it is demonstrated through the Environmental Statement that surface water drainage will be managed through SuDS or alternative means that do not require a connection to our network.</p> <p>Supply of contaminants (construction and operational maintenance phases): It is stated that foul drainage will connect to a mains (public) sewer if a connection is available or collected and disposed of at a facility with capacity within its existing permit. Anglian Water suggests that discussions are undertaken with our pre-development team when reasonably practicable.</p>	Water resources and flood risk	<p>A connection to Anglian Water's assets will not be needed. As described in the Outline Operational Drainage Plan, a septic tank would be used at the substation.</p> <p>Details of the SUDs measures that will be used at the onshore substation can be found in the Outline Operational Drainage Plan.</p>	N
NFOWF_026_017_190424	<p>21.5.5 Utilities: Anglian Water notes that the only sewerage mains within the project area are located within the landfall area of the onshore project area, immediately west of Frinton-on-Sea. However, the limits of the project area (Fig 22.6) also include a sewer from Great Holland to the pumping station at Frinton-Holland Road. The proposed route is in proximity to our water recycling catchments at Thorpe-le-Soken (dependent on selected route option) and Kirby Cross. The mitigation for flood risk incurred by the construction of the onshore cable corridor should therefore ensure that any risks to our wastewater networks are mitigated for – e.g. do not result in increased risk of sewer flooding events.</p>	Water resources and flood risk	Noted.	N

<p>NFOWF_026_018_190424</p>	<p>APPENDIX 21.3 FLOOD RISK ASSESSMENT (FRA)          Flooding from Sewers: It is noted that the FRA identifies that there is a limited foul sewer network within proximity of the onshore cable corridor and that the risk from sewer flooding is considered to be low. Anglian Water notes the reference to the Tendring SFRA DG5 register of sewer flood events, and this dates from 2009. We would encourage the FRA to use more recent data to ensure that the Environmental Statement has more accurate information in this regard. Furthermore, as identified in relation to Chapter 21, it is also the risk of flooding from the construction project on our own assets that should be considered and addressed as appropriate through the Outline CoCP and final CoCP.          7.5 Onshore Substation Operational Surface Water Drainage:          It is noted that an Outline Operational Drainage Plan will provide details of the proposed surface water drainage design confirming that sufficient storage will be provided to attenuate surface water and discharge at a controlled rate during surface water events following the SuDS hierarchy. Anglian Water would wish to be consulted on the details of the operational drainage at the onshore substation when this is developed in consultation with Essex County Council (as the LLFA) and the Environment Agency; particularly regarding the final proposed approach for discharge of water from the site.</p>	<p>Water resources and flood risk</p>	<p>Details of the SUDs measures that will be used at the onshore substation can be found in the Outline Operational Drainage Strategy (document reference 7.19).</p>	<p>N</p>
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NFOWF_026_019_190424	<p>CHAPTER 22 LAND USE AND AGRICULTURE</p> <p>Anglian Water notes that paragraph 155 states that protective provisions and/or side agreements will be agreed with affected utilities as part of the DCO application process and that NFOWF will undertake utility crossings or diversions in accordance with the appropriate industry standards for such crossings. We have provided NFOWF with our template protective provisions and would welcome further discussion on these and other matters raised through the statutory consultation.</p>	Land use and agriculture	<p>Utility providers potentially affected by construction works would be contacted prior to construction works commencing. Methodology for utility crossings would be agreed with asset owners in line with best practice.</p> <p>The continuity of utilities during the construction works would be ensured. Prior to construction, the team delivering the works would be made aware of the precise locations of existing services.</p> <p>The Applicant will seek to continue discussion with Anglian Water regarding protective provisions within the DCO.</p> <p>Further details regarding how interactions with utilities are outlined in the Project's OCoCP (document reference 7.13), submitted with the DCO application.</p>	N
NFOWF_026_020_190424	<p>In conclusion, Anglian Water would want to minimise any disruption to customers and cost to the project of diverting, relocating and provision of wastewater pipelines and infrastructure, and certainly the onshore route and identified project areas have limited impact on our assets. It is noted that there is a wide corridor selected for the grid connection route which should provide sufficient latitude to deliver the necessary pipeline diversions or connections for construction and coordination with the VEOWF. Further engagement would serve to enable pre submission agreement on Protective Provisions for our assets and the submission of an agreed Statement of Common Ground with Anglian Water. This in turn reduces the Examining Authority questions for statutory undertakers and removes the possible need for changes to the project during Examination.</p>	Infrastructure and Other Users	Noted.	N

## National Highways

Consultee reference	Summary of comments	Code/ theme	Code/ theme	Applicant's response	Project change (Y / N)
NFOWF_027_001_130524	<p>Project: National Highways Spatial Planning Contract 2021-2024 Job No: 60712760 / Q16DDX139.006 Subject: Five Estuaries Offshore Windfarm – Review of Stage 3 Consultation Material Prepared by: Euan McFarlane Date: 9th January 2024 Checked by: Mike Aronson / Catherine Durbin Date: 22nd January 2024 Verified by: Andrew Cuthbert Date: 24th January 2024 Approved by: Liz Judson Date: 24th January 2024 Executive Summary</p> <p>AECOM have prepared this Technical Note (TN06) on behalf of National Highways to document a review of the Stage 3 Consultation documents prepared in support of the proposed North Falls (NF) and Five Estuaries (VE) Offshore Windfarms. The Stage 3 Consultation period is between 5th December 2023 and 31st January 2024. Following this review, AECOM make the following recommendations, the majority of which are reiterated from the previous Technical Note TN05 in respect of these proposals:</p>	Introduction		Noted.	N
NFOWF_027_002_130524	<p>Recommendations regarded as critical to the acceptability of this DCO application:</p> <p>1. Proposals to modify the junction of Bentley Road with the A120 to facilitate construction traffic movements should be supported by a Stage 1 Road Safety Audit, and Walking, Cycling, and Horse Riding Assessment and Review (WCHAR), and take account of the potential use of this junction by abnormal loads. It is emphasised that the current layout of the junction, including a central barrier on the A120, is the result of a road traffic collision reduction measure. (Paragraph 3.2)</p>	Traffic and Transport		<p>Appendix 27.1 Transport Assessment (document reference 3.3.64) submitted with the DCO application includes details of the outline design of the A120 and Bentley Road junction improvements, and copies of a Stage 1 Road Safety Audit and WCHAR.</p> <p>Section 27.4.3.1 of the ES Chapter 27 Traffic and Transport (Volume I) (document reference 3.1.29) provides details of the assessment of abnormal loads and confirms the proposals to use of a contraflow arrangement to move between the A120 and Bentley Road.</p> <p>An AIL study is also provided as Appendix 27.2 Abnormal Indivisible Load Access Report (document reference 3.3.65) which confirms that National Highways have provided</p>	Y

				agreement in principle to this proposed route.	
NFOWF_027_003_130524	2. TN05_R9: The maximum peak hour trip generation for the SRN should be provided for both the AM and PM peak. It is accepted that this will be addressed at a later stage during the preparation of the Transport Assessment (Paragraph 5.3)	Traffic and Transport		Noted.	N
NFOWF_027_004_130524	3. TN05_R10: Turning movements for each SRN junction in the study area should be provided in order to determine where junction capacity assessments are required on the SRN, unless further justification is provided for not doing so. (Paragraph 7.3)	Traffic and Transport		Noted.	N
NFOWF_027_005_130524	4. TN05_R8: Greater consideration should be given to the methodology of the construction workforce trip distribution and assignment. (Paragraph 8.4)	Site Selection and Assessment of Alternatives	Project Description	Noted.	N
NFOWF_027_006_130524	5. TN05_R6: The TEMPro growth factors should be provided for both the AM and PM peak periods. Further clarification regarding the parameters used to obtain the growth factors should be provided, such as the geography and the road type. (Paragraph 13.2)	Traffic and Transport		Noted.	N
NFOWF_027_007_130524	Recommendations regarded as important but not critical to the acceptability of this DCO application:	Traffic and Transport		Noted.	N

	6. TN05_R13: The collision analysis study period should be clarified. (Paragraph 6.3)				
NFOWF_027_008_130524	7. TN05_R14: The study area for the collision analysis should be extended to include the section of the A120 from the B1035 junction to Harwich. If this has been done, it should be stated. (Paragraph 6.4)	Traffic and Transport		Noted.	N
NFOWF_027_009_130524	8. TN05_R17: Consideration should be given to the possibility of a dedicated minibus service for workforce from towns in the vicinity of the proposed construction locations to reduce the level of workforce car trips generated. (Paragraph 9.3)	Traffic and Transport		Noted.	N
NFOWF_027_010_130524	9. Consideration should also be given to the inclusion of the following developments in the vicinity of the proposed development, subject to an assessment of the risk that they might be generating traffic on the network by the time NF and VE enter their construction phase:  Tendring Colchester Borders Garden Community (TCBGC);  Centurion Park, Horsley Cross; and  Land North West of Horsley Cross (Paragraph 10.4).	Traffic and Transport		Noted.	N
NFOWF_027_011_130524	10. TN05_R11: Further clarification should be provided regarding the reasoning for only including 18 months of the construction programme in the highway assessment, when the construction period is stated to be 36 months. (Paragraph 13.2)	Traffic and Transport	Project Description	Noted.	N
NFOWF_027_012_130524	11. TN05_R15: Clarification regarding the differences between the figures in column 2 and column 4 of both Table 4 and Table 5 of [TN05] should be provided, including how they were calculated. (Paragraph 13.2)	Traffic and Transport		Noted.	N
NFOWF_027_013_130524	Recommendations regarded as important but for which a commitment has been made by the Applicant to resolve them at a later stage in the process:  12. A set of swept path drawings to assess the suitability of the junction of the B1035 with the A120 to accommodate site access traffic, including non-special	Traffic and Transport		Noted.	N

	order abnormal loads, should be provided to National Highways. (Paragraph 3.1)				
NFOWF_027_014_130524	13. TN05_R16: The Abnormal Load Assessment Report should be provided to National Highways when it has been finalised. (Paragraph 12.2)	Traffic and Transport		Noted.	N
NFOWF_027_015_130524	<p>Introduction</p> <p>1.1. AECOM have prepared this Technical Note (TN06) on behalf of National Highways to document a review of the Stage 3 Consultation documents prepared in support of the proposed Five Estuaries (VE) Offshore Windfarm extension. The VE development is proposed to be an extension of the operational Galloper Offshore Wind Farm (GOWF), which would be operated by a 60-person team based at Harwich International Port. The Wind Farm extension would be located off the coast of Essex and Suffolk. Due to the overall capacity of the project, it is considered a Nationally Significant Infrastructure Project (NSIP) and therefore subject to application for a Development Consent Order (DCO) under the provisions of the Planning Act 2008.</p>	Introduction	Project Description	Noted.	N
NFOWF_027_016_130524	<p>1.2. The Stage 3 Consultation of the VE development is running from 5th December 2023 to 31st January 2024. The Stage 3 Consultation follows on from the Stage 2 Consultation, which took place between 14th March 2023 and 12th May 2023. VE consulted on its proposals and preliminary environmental information, which included the Preliminary Environmental Information Report (PEIR). AECOM's review of the Stage 2 Consultation documents was documented in TN05 under Task DX139.005.</p>	Introduction	Technical Consultation	Noted.	N

NFOWF_027_017_130524	<p>1.3. In addition to this TN06, AECOM have issued the following in response to documentation received in relation to the VE wind farm project:</p> <p>BN01: Review of 'Environmental Impact Assessment Scoping Report', issued November 2021;</p> <p>BN02: Review of 'Traffic and Transport: Data Collection Requirements' Technical Note, issued March 2022;</p> <p>BN03: Review of the 'Proposed Assessment Environmental Impact Assessment Methodology', issued December 2022;</p> <p>TN04: Review of the 'VE Human Environment Meeting Slides', issued in February 2023; and</p> <p>TN05: Review of PEIR (Stage 2 Consultation documents).</p>	Introduction		Noted.	N
NFOWF_027_018_130524	<p>1.4. The VE Study Area overlaps significantly with the North Falls Offshore Wind Farm (NF) Onshore Project Area. AECOM have previously reviewed the NF PIER documents on behalf of National Highways in TN01 of task DX166.001 where a number of recommendations were made regarding the acceptability of the NF Development Consent Order (DCO) application.</p>	Project Description	Site Selection and Assessment of Alternatives	Noted.	N
NFOWF_027_019_130524	<p>1.5. Due to the overlap between the VE and NF project areas, a Joint Traffic and Transport Expert Topic Group (ETG) meeting, attended by both VE and NF, took place to address recommendations made by AECOM in TN01. As such, in addition to the Stage 3 Consultation documents, AECOM will also review the responses made to recommendations raised within TN01 at the ETG meeting that address recommendations made within TN05. The documents that will be reviewed within this TN consist of the following:</p> <p>PIER Update Note – December 2023;</p> <p>Revised red line boundary plans; and</p> <p>North Falls and Five Estuaries Joint Traffic and Transport Expert Topic Group (ETG) Meeting Minutes.</p>	Site Selection and Assessment of Alternatives		Noted.	N

NFOWF_027_020_130524	<p>1.6. The purpose of this TN06 is to document a review of the Stage 3 Consultation documents, including providing responses to the questions raised for the attention of NH, in respect of the interest of the Strategic Road Network (SRN). Where appropriate, AECOM refers to the previous review TN05 (DX139.005), to determine whether any previous recommendations are still applicable. For</p> <p>example, the first recommendation listed in the executive summary of TN05 will be referred to as 'TN05_R1' in this TN06.</p>	Introduction		Noted.	N
NFOWF_027_021_130524	<p>1.7. The local planning authority in Tendring District Council (TDC), whilst the local highway authority is Essex County Council (ECC).</p>	Introduction		Noted.	N
NFOWF_027_022_130524	<p>1.8. For ease of reference, AECOM's main comments and recommendations are presented in bold and underlined text throughout the note. Recommendations regarded as critical to the acceptability of this DCO application are coloured red. Recommendations that are regarded as important but not critical to the acceptability of this DCO application are highlighted in amber. Matters that need to be resolved but for which a commitment has been made by the Applicant to resolve them at a later stage in the process are highlighted in blue. The recommendations raised in TN05 that are now considered to have been resolved are highlighted in green.</p>	Introduction		Noted.	N
NFOWF_027_023_130524	<p>AECOM's Previous Recommendations</p> <p>2.1. AECOM previously identified the following recommendations which were regarded as critical to the acceptability of the Five Estuaries DCO application in TN05:</p> <p>TN05_R1: Clarification should be provided regarding whether the section of the A120 to the east of the Horsley Cross roundabout has been included in the highway study area, and if not, justification should be provided for excluding this section of the SRN from the study area. (Paragraph 3.7 of TN05)</p>	Traffic and Transport		Noted.	N

NFOWF_027_024_130524	TN05_R2: The section of the A120 from the B1035 junction to Harwich should either be included as a construction access route, or justification for the exclusion of the route should be provided. (Paragraph 3.9 of TN05)	Traffic and Transport		Noted.	N
NFOWF_027_025_130524	TN05_R3: Data should be collected (either existing or new) for the section of the A120 to the east of the junction with the B1035 to Harwich in order for the baseline conditions of this section of the network to be understood. (Paragraph 3.13 of TN05)	Traffic and Transport		Noted.	N
NFOWF_027_026_130524	TN05_R4: Justification for excluding the assessment of the traffic impact from the construction period of the offshore elements of the development should be provided, or the traffic impact of the construction of the offshore elements of the development should also be assessed. (Paragraph 3.15 of TN05)	Traffic and Transport	Project Description	Noted.	N
NFOWF_027_027_130524	TN05_R5: Drawings of the proposed construction access to TCC 8 (i.e. Access 12) should be provided to National Highways for review to determine whether the junction's proximity to the A120 will impact the SRN. (Paragraph 3.24 of TN05)	Traffic and Transport		<p>The Applicant has discussed this matter with National Highways at ETG meetings (5 September 2023, 30 October 2023, and 11 January 2024). During these meetings details of the accesses, visibility splays and road safety audit findings were shared with National Highways who confirmed that they were content with the location of the proposed accesses and there would not be an interaction with the Strategic Road Network (SRN).</p> <p>The targeted consultation has not introduced further points of access beyond those previously shared and agreed with National Highways at the ETG meetings listed.</p> <p>Appendix 27.1 Transport Assessment (document reference 3.3.64) submitted with the DCO application includes details of the outline access designs (detailing visibility splays, measured speeds, highway boundary and signage) and copies of a Stage 1 Road Safety Audit.</p>	Y



NFOWF_027_028_130524	TN05_R6: The TEMPro growth factors should be provided for both the AM and PM peak periods. Further clarification regarding the parameters used to obtain the growth factors should be provided, such as the geography and the road type. (Paragraph 3.31 of TN05)	Traffic and Transport		Noted.	N
NFOWF_027_029_130524	TN05_R7: The consented container terminal development at Bathside Bay should be included as a committed development in the study, or justification for excluding it should be provided. (Paragraph 3.34 of TN05)	Site Selection and Assessment of Alternatives	Traffic and Transport	Noted.	N
NFOWF_027_030_130524	TN05_R8: Greater consideration should be given to the methodology of the construction workforce trip distribution and assignment, or justification should be provided to support the assumptions applied to the trip distribution and assignment methodology. (Paragraph 5.11 of TN05)	Traffic and Transport		Noted.	N
NFOWF_027_031_130524	TN05_R9: The maximum peak hour trip generation for the SRN should be provided for both the AM and PM peak. (Paragraph 5.15 of TN05)	Traffic and Transport		Noted.	N
NFOWF_027_032_130524	TN05_R10: Turning movements for each SRN junction in the study area should be provided in order to determine where junction capacity assessments are required on the SRN, unless further justification is provided for not doing so. For example, details of individual turning movements at the junctions concerned. (Paragraph 5.16 of TN05)	Traffic and Transport		Noted.	N
NFOWF_027_033_130524	2.2. AECOM also recommended the following important but not critical recommendations in TN05:  TN05_R11: Further clarification should be provided regarding the reasoning for only including 18 months of the construction programme in the highway assessment, when the construction period is stated to be 36 months. (Paragraph 3.16 of TN05)	Project Description	Traffic and Transport	Noted.	N

NFOWF_027_034_130524	TN05_R12: Confirmation should be provided as to the suitability of A120 / Bentley Road and A120 / Harwich Road junctions to accommodate the physical swept paths of the types of vehicles envisaged, without over-running kerb lines and/or adjacent traffic lanes. (Paragraph 3.25 of TN05)	Traffic and Transport		<p>The Applicant has discussed this matter with National Highways at ETG meetings (5 September 2023, 30 October 2023, and 11 January 2024). During these meetings details of the accesses, visibility splays and road safety audit findings were shared with National Highways who confirmed that they were content with the location of the proposed accesses and there would not be an interaction with the Strategic Road Network (SRN).</p> <p>The targeted consultation has not introduced further points of access beyond those previously shared and agreed with National Highways at the ETG meetings listed.</p> <p>Appendix 27.1 Transport Assessment submitted with the DCO application includes details of the outline access designs (detailing visibility splays, measured speeds, highway boundary and signage) and copies of a Stage 1 Road Safety Audit.</p>	Y
NFOWF_027_035_130524	TN05_R13: The collision analysis study period should be clarified. (Paragraph 4.6 of TN05)	Traffic and Transport		Noted.	N
NFOWF_027_036_130524	<p>TN05_R14: The study area for the collision analysis should be extended to include the section of the A120 from the B1035 junction to Harwich. (Paragraph 4.9 of TN05)</p> <p>TN05_R15: Clarification regarding the differences between the figures in column 2 and column 4 of both Table 4 and Table 5 of [TN05] should be provided, including how they were calculated. (Paragraph 5.5 of TN05)</p>	Traffic and Transport		Noted.	N
NFOWF_027_037_130524	TN05_R16: The Abnormal Load Assessment Report should be provided to National Highways when it has been finalised. (Paragraph 6.3 of TN05)	Traffic and Transport		Noted.	N
NFOWF_027_038_130524	TN05_R17: Consideration should be given to the possibility of a dedicated minibus service for workforce from towns in the vicinity of the proposed construction	Traffic and Transport		Noted.	N

	locations to reduce the level of workforce car trips generated. (Paragraph 7.2 of TN05)				
NFOWF_027_039_130524	2.3. This TN06 will review whether each of these recommendations have been addressed within the ETG meeting and the PIER Update Note.	Introduction		Noted.	N
NFOWF_027_040_130524	<p>Review of Access Arrangements</p> <p>3.1. Section 4.1 of the 'Onshore Traffic and Transport ETG – September 2023' presentation notes set out the proposals for access arrangements in the vicinity of the A120. The site access junctions would be taken from the B1035, which is a principle that AECOM suggest that NH would raise no objection to. The applicant states within the ETG notes that a set of swept path drawings will be provided to assess the suitability of the junction of the B1035 with the A120 to accommodate site access traffic, including non-special order abnormal loads, and as such NH is recommended to reserve a position on this until these are received.</p>	Traffic and Transport		<p>The Applicant has discussed this matter with National Highways at ETG meetings (5 September 2023, 30 October 2023, and 11 January 2024). During these meetings details of the accesses, visibility splays and road safety audit findings were shared with National Highways who confirmed that they were content with the location of the proposed accesses and there would not be an interaction with the Strategic Road Network (SRN).</p> <p>The targeted consultation has not introduced further points of access beyond those previously shared and agreed with National Highways at the ETG meetings listed.</p> <p>Appendix 27.1 Transport Assessment (document reference 3.3.64) submitted with the DCO application includes details of the outline access designs (detailing visibility splays, measured speeds, highway boundary and signage) and copies of a Stage 1 Road Safety Audit.</p>	Y
NFOWF_027_041_130524	3.2. It is also recorded in the ETG notes that NH is currently in discussion with the applicant regarding the junction of A120 and Bentley Road. The principle of construction traffic using this junction is considered to be broadly accepted by AECOM, but this is subject to caveats on the design, including the review of a future Stage 1 Road Safety Audit, and Walking, Cycling, and Horse Riding Assessment and Review (WCHAR). It is emphasised that the current layout of the junction, including a central barrier on the A120 is the result of a road traffic collision reduction measure. Proposed amendments to the A120 / Bentley Road junction to facilitate construction traffic movements should take	Traffic and Transport		Section 4.7 of the OCTMP (document reference 7.16) outlines that to ensure the safety of road users and minimise delays during the construction of the accesses, crossings and offsite highway works there will be a requirement for the implementation of temporary traffic management. The OCTMP outlines that details of the temporary traffic management would need to be developed in liaison with Essex County Council (and National Highways where appropriate). The OCTMP is secured by	N

	account of highway and non-vehicular safety and connectivity, and the potential use of this junction by abnormal loads.			DCO requirement, which requires that National Highways be consulted on the final CTMP prior to the commencement of the Project.	
NFOWF_027_042_130524	<p>3.3. AECOM previously recommended the following in TN05 regarding the access arrangements:</p> <p>TN05_R5: Drawings of the proposed construction access to TCC 8 (i.e. Access 12) should be provided to National Highways for review to determine whether the junction's proximity to the A120 will impact the SRN. (Paragraph 3.24 of TN05)</p>	Traffic and Transport		<p>The Applicant has discussed this matter with National Highways at ETG meetings (5 September 2023, 30 October 2023, and 11 January 2024).. During these meetings details of the accesses, visibility splays and road safety audit findings were shared with National Highways who confirmed that they were content with the location of the proposed accesses and there would not be an interaction with the Strategic Road Network (SRN).</p> <p>The targeted consultation has not introduced further points of access beyond those previously shared and agreed with National Highways at the ETG meetings listed.</p> <p>Appendix 27.1 Transport Assessment (document reference 3.3.64) submitted with the DCO application includes details of the outline access designs (detailing visibility splays, measured speeds, highway boundary and signage) and copies of a Stage 1 Road Safety Audit.</p>	N
NFOWF_027_043_130524	3.4. In response to both TN05_R5, drawings showing the access arrangements for AC12 and AC13 have been presented within the ETG. Based on the drawings provided, the accesses are not likely to cause any interaction with the SRN. Therefore, detailed junction drawings of construction accesses AC12 and AC13 are not considered to be required. As such, AECOM consider recommendation TN05_R5 to be resolved.	Traffic and Transport		Noted.	N

NFOWF_027_044_130524	<p>Review of Study Area</p> <p>4.1. Section 4.2 of the 'Onshore Traffic and Transport ETG – September 2023' presentation refer to the study area, and the proposal to agree a consistent study area between VE and NF. AECOM previously recommended the following in TN05 regarding the study area as follows:</p> <p>TN05_R1: Clarification should be provided regarding whether the section of the A120 to the east of the Horsley Cross roundabout has been included in the highway study area, and if not, justification should be provided for excluding this section of the SRN from the study area. (Paragraph 3.7 of TN05)</p>	Traffic and Transport	Site Selection and Assessment of Alternatives	Noted.	N
NFOWF_027_045_130524	<p>4.2. In response to TN05_R1, it has been confirmed within the ETG notes that both VE and NF have agreed to align the study areas to include the A120 east to Harwich and west to the A12, with the western extent of the study area terminating at the A12. This is welcomed by AECOM and should be agreed by NH. As such, AECOM consider recommendation TN05_R1 to be resolved.</p>	Traffic and Transport	Site Selection and Assessment of Alternatives	Noted.	N
NFOWF_027_046_130524	<p>Peak Hour Flows</p> <p>5.1. AECOM previously recommended the following in TN05 regarding peak hour flows:</p> <p>TN05_R9: The maximum peak hour trip generation for the SRN should be provided for both the AM and PM peak. (Paragraph 5.15 of TN05)</p>	Traffic and Transport		Noted.	N
NFOWF_027_047_130524	<p>5.2. Regarding peak hour flows, and the requirement for capacity assessments, it has been confirmed by the applicant within the ETG notes that:</p> <p>Working hours would be Monday to Saturday, 07:00 – 19:00;</p> <p>80% of employees would arrive before network AM peak hour (07:15 – 08:15) and depart before or after the PM peak hour (16:30 – 17:45); and</p> <p>HGVs would be distributed throughout the working day, between 07:00 – 19:00.</p>	Traffic and Transport	Project Description	Noted.	N

NFOWF_027_048_130524	5.3. The above working hours are to be captured in the CTMP and Travel Plan, as set out within the PEIR Update Note of December 2023. The applicant has requested confirmation whether, based on the assumptions above, NH would accept that no capacity assessments are required. AECOM consider that further information in the form of flow numbers would assist in providing a view as to whether capacity assessments should be provided, and if so, where. It is not possible to confirm a position at this stage. As such, AECOM consider recommendation TN05_R9 to be outstanding, however it is accepted that this will be addressed at a later stage during the preparation of the Transport Assessment.	Traffic and Transport	Project Description	Noted.	N
NFOWF_027_049_130524	5.4. It was also noted that, due to the available daylight hours in December and January, there are likely to be occasions where the workforce will be leaving within the evening peak. As such, it is understood from the ETG Meeting Minutes that both NF and VE are undertaking a sensitivity test where 20% of the workforce leaves in the PM peak. This is welcomed by AECOM.	Traffic and Transport	Project Description	Noted.	N
NFOWF_027_050	Safety Assessment  6.1. Section 4.4 of the 'Onshore Traffic and Transport ETG – September 2023' presentation requested clarification from AECOM on behalf of NH with regard to periods for gathering and analysis of collision data.	Introduction		Noted.	N
NFOWF_027_051_130524	6.2. AECOM previously recommended the following in TN05 regarding the safety assessment:  TN05_R13: The collision analysis study period should be clarified. (Paragraph 4.6 of TN05) TN05_R14: The study area for the collision analysis should be extended to include the section of the A120 from the B1035 junction to Harwich. (Paragraph 4.9 of TN05)	Traffic and Transport		Noted.	N
NFOWF_027_052_130524	6.3. During the ETG meeting, AECOM advised that both VE and NF should align on a dataset of five years of pre-Covid data and, additionally, one year of post-Covid data. It is not clear within the PIER Update Note whether this approach has or will be adopted. Therefore, AECOM consider recommendation TN05_R13 to be outstanding.	Traffic and Transport		Noted.	N

NFOWF_027_053_130524	<p>6.4. As previously noted, the section of the A120 between the A120 / B1035 Horsley Cross junction and Harwich has been included in the study area for the projects. It is, however, not stated whether the collision analysis study area has been similarly expanded to include this section of the A120. As such, AECOM consider recommendation TN05_R14 to be outstanding.</p>	Traffic and Transport		<p>The Applicant has discussed this matter with National Highways at ETG meetings (5 September 2023, 30 October 2023, and 11 January 2024).. During these meetings details of the accesses, visibility splays and road safety audit findings were shared with National Highways who confirmed that they were content with the location of the proposed accesses and there would not be an interaction with the Strategic Road Network (SRN).</p> <p>The targeted consultation has not introduced further points of access beyond those previously shared and agreed with National Highways at the ETG meetings listed.</p> <p>Appendix 27.1 Transport Assessment (document reference 3.3.64) submitted with the DCO application includes details of the outline access designs (detailing visibility splays, measured speeds, highway boundary and signage) and copies of a Stage 1 Road Safety Audit.</p>	N
NFOWF_027_054_130524	<p>Baseline Data</p> <p>7.1. AECOM previously recommended the following in TN05 regarding the baseline data:</p> <p>TN05_R3: Data should be collected (either existing or new) for the section of the A120 to the east of the junction with the B1035 to Harwich in order for the baseline conditions of this section of the network to be understood. (Paragraph 3.13 of TN05)</p> <p>TN05_R10: Turning movements for each SRN junction in the study area should be provided in order to determine where junction capacity assessments are required on the SRN, unless further justification is provided for not doing so. For example, details of individual turning movements at the junctions concerned. (Paragraph 5.16 of TN05)</p>	Traffic and Transport		<p>The Applicant has discussed this matter with National Highways at ETG meetings (5 September 2023, 30 October 2023, and 11 January 2024).. During these meetings details of the accesses, visibility splays and road safety audit findings were shared with National Highways who confirmed that they were content with the location of the proposed accesses and there would not be an interaction with the Strategic Road Network (SRN).</p> <p>The targeted consultation has not introduced further points of access beyond those previously shared and agreed with National Highways at the ETG meetings listed.</p> <p>Appendix 27.1 Transport Assessment (document reference 3.3.64) submitted</p>	N

				with the DCO application includes details of the outline access designs (detailing visibility splays, measured speeds, highway boundary and signage) and copies of a Stage 1 Road Safety Audit.	
NFOWF_027_055_130524	7.2. In response to TN05_R3, it has been confirmed that the mainline traffic flows on the SRN have been obtained from Traffic and Accident Database System (TRADS) prior to Covid-19. As TRADS data is available for the section of the A120 east of the A120 / B1035 junction, AECOM consider recommendation TN05_R3 to be resolved. Furthermore, it has been confirmed that both VE and NF have used TRADS traffic data from 2019 to determine baseline traffic flows on the SRN, which is welcomed by AECOM.	Traffic and Transport		Noted.	N
NFOWF_027_056_130524	7.3. It is noted that VE have turning counts from August, September, and October 2022 at the A120 / Bentley Road, A120 / B1035 "Horsley Cross", and A120 / Colchester Road junctions, and that the turning count data can be utilised by NF. Whilst the collection of the turning count data at these three junctions on the A120 is welcomed, AECOM reiterate recommendation TN05_R10, that turning movements at all SRN junctions on the A120, within the study area should be provided. For the avoidance of doubt, this should include turning movement counts at A12 Junction 29 but need not include any other A12 junctions.	Traffic and Transport		Noted.	N



NFOWF_027_057_130524	<p>Heavy Goods Vehicles and Employee Distribution</p> <p>8.1. Sections 4.6 to 4.7 of the 'Onshore Traffic and Transport ETG – September 2023' presentation document refers to distribution of HGVs and employees in relation to journeys made to and from site during the construction phase. It has been stated by the applicant that all HGVs are proposed to be distributed east and west on the A120. The assessment of HGV distribution will be assessed as worst-case scenarios, with 100% of construction traffic going to Harwich and 100% going to the A12. This is welcomed by AECOM as a robust approach. As the section of the A120 east of the A120 / B1035 junction has been included as a construction access route, AECOM consider recommendation TN05_R2 to be resolved.</p>	Traffic and Transport		Noted.	N
NFOWF_027_058_130524	<p>8.2. AECOM previously recommended the following in TN05 regarding the employee vehicle distribution:</p> <p>TN05_R2: The section of the A120 from the B1035 junction to Harwich should either be included as a construction access route, or justification for the exclusion of the route should be provided. (Paragraph 3.9 of TN05)</p> <p>TN05_R8: Greater consideration should be given to the methodology of the construction workforce trip distribution and assignment, or justification should be provided to support the assumptions applied to the trip distribution and assignment methodology. (Paragraph 5.11 of TN05)</p>	Traffic and Transport	Project Description	Noted.	N
NFOWF_027_059_130524	<p>8.3. It is noted by AECOM that VE and NF have used different methodologies for distributing employee trips: NF utilised socio-economic data to produce a gravity model, whereas VE assumed that all employees would use the A12 and A120 to assess a worst-case scenario on the SRN. Ahead of the DCO application, VE and NF have identified a desire to align the approaches for employee distribution, which AECOM welcomes.</p>	Traffic and Transport	Project Description	Noted.	N
NFOWF_027_060_130524	<p>8.4. The use of the Journey to Work dataset from the 2011 Census has been suggested for employee distribution. ECC has not yet stated a preferred methodology to be used. However, AECOM would consider that the methodology accepted by ECC should also be acceptable for National Highways. As such, until an agreement is made with ECC regarding the preferred methodology to be used for employee distribution,</p>	Traffic and Transport	Project Description	Noted.	N

	AECOM consider recommendation TN05_R8 to be outstanding.				
NFOWF_027_061_130524	8.5. Notwithstanding the above, AECOM is of the view that a gravity model along the lines of the approach set out under heading 4.7 of the ETG presentation notes, which reviews the labour market skills set, distance from site, hotel beds, and the use of the A12 and A120, is reasonable in principle.	Traffic and Transport	Socio-economics	Noted.	N
NFOWF_027_062_130524	Travel Planning  9.1. Section 4.7 of the 'Onshore Traffic and Transport ETG – September 2023' document refers to Travel Planning and coordination between VE and NF. Initially, NF suggested a worst case scenario of 1 vehicle per staff member. A car share ratio of 1.5 employees per vehicle during the peak construction period was previously proposed by VE. It is proposed by VE that a consistent figure of 1.5 is adopted by both VE and NF. The ratio of 1.5 employees per vehicle is considered to be reasonable by AECOM.	Traffic and Transport	Project Description	Noted.	N
NFOWF_027_063_130524	9.2. AECOM previously recommended the following in TN05 regarding the travel planning:  TN05_R17: Consideration should be given to the possibility of a dedicated minibus service for workforce from towns in the vicinity of the proposed construction locations to reduce the level of workforce car trips generated. (Paragraph 7.2 of TN05)	Traffic and Transport	Socio-economics	Noted.	N
NFOWF_027_064_130524	9.3. It is noted that an improvement in non-car mode share ratio could be achieved via multiple options, including by offering a dedicated minibus service from local areas, but no commitments to specific options have been made at this stage. As such, AECOM consider recommendation TN05_R17 to be outstanding.	Traffic and Transport		Noted.	N

NFOWF_027_065_130524	<p>Cumulative Assessment</p> <p>10.1. Section 4.10 of the 'Onshore Traffic and Transport ETG – September 2023' document refers to Bathside Bay as a cumulative development. AECOM previously recommended the following in TN05 regarding the cumulative assessment:</p> <p>TN05_R7: The consented container terminal development at Bathside Bay should be included as a committed development in the study, or justification for excluding it should be provided. (Paragraph 3.34 of TN05)</p>	Site Selection and Assessment of Alternatives	Traffic and Transport	Noted.	N
NFOWF_027_066_130524	<p>10.2. Confirmation has been provided that consented container terminal development at Bathside Bay has been included as a committed development. As such, AECOM consider recommendation TN05_R7 to be resolved.</p>	Site Selection and Assessment of Alternatives		Noted.	N
NFOWF_027_067_130524	<p>10.3. A Construction Traffic Management Plan (CTMP) for Bathside Bay was submitted in 2023 which states that there will be no more than 84 two-way employee movements and 204 HGVs per day. AECOM agree that it appears to be appropriate to use these figures, unless the fundamentals of the Bathside Bay development change during the pre-submission period. AECOM nonetheless welcome the use of the traffic movements from the CTMP within the analysis of Bathside Bay as a committed development.</p>	Traffic and Transport		Noted.	N
NFOWF_027_068_130524	<p>10.4. AECOM recommend that consideration is also given to the inclusion of the following developments in the vicinity of the proposed development, subject to an assessment of the risk that they might be generating traffic on the network by the time NF and VE enter their construction phase:</p> <p>Tendring Colchester Borders Garden Community (TCBGC);</p> <p>Centurion Park, Horsley Cross; and</p> <p>Land North West of Horsley Cross.</p>	Traffic and Transport		Noted.	N

NFOWF_027_069_130524	<p>Offshore Construction and Operation</p> <p>11.1. Section 4.9 of the ETG presentation notes refers to the scoping out of traffic impacts relating to offshore activity. AECOM previously recommended the following in TN05 regarding offshore construction and operation:</p> <p>TN05_R4: Justification for excluding the assessment of the traffic impact from the construction period of the offshore elements of the development should be provided, or the traffic impact of the construction of the offshore elements of the development should also be assessed. (Paragraph 3.15 of TN05)</p>	Traffic and Transport	Project Description	Noted.	N
NFOWF_027_070_130524	<p>11.2. In response to TN05_R4, it is stated the traffic impact from the construction period of the offshore elements of the development has been excluded from the assessment as the ports to be used either have, or will obtain, consent to operate as a port. As such, the freight movements to be used for constructing the offshore elements of the development would otherwise be used to transport items unrelated to the project. The applicant has also explained that this form of justification has been accepted by the Planning Inspectorate and National Highways on a range of wind farm projects across East Anglia. AECOM therefore consider this justification to be acceptable.</p>	Traffic and Transport	Project Description	Noted.	N
NFOWF_027_071_130524	<p>11.3. As the justification for excluding the assessment of the traffic impact from the construction period of the offshore elements of the development has been provided, AECOM consider recommendation TN05_R4 to be resolved.</p>	Traffic and Transport		Noted.	N
NFOWF_027_072_130524	<p>Abnormal Loads</p> <p>12.1. AECOM previously recommended the following in TN05 regarding abnormal loads:</p> <p>TN05_R16: The Abnormal Load Assessment Report should be provided to National Highways when it has been finalised. (Paragraph 6.3 of TN05).</p>	Traffic and Transport		Noted.	N

NFOWF_027_073_130524	12.2. Confirmation has been provided within Section 4.10 of the 'Onshore Traffic and Transport ETG – September 2023' document, that an assessment of special order Abnormal Indivisible Loads (AIL) is being progressed by an abnormal load specialist, Collett & Sons, and that this assessment will be shared with National Highways once it is complete and agreed by both VE and NF. A copy of this assessment will also be presented alongside the DCO application. AECOM welcome this and, as such, consider that recommendation TN05_R16 is expected to be resolved at a later point in the project.	Traffic and Transport		Noted.	N
NFOWF_027_074_130524	12.3. It is proposed by the applicant that the timing and routes for non-special order abnormal loads, such as plant and cable drums, would be agreed post-determination through the established Electronic Service Delivery for Abnormal Loads (ESDAL) process. AECOM note that some aspects of the proposals (such as the design of the A120/ Bentley Road junction) will need to take into account their potential use by non-special order abnormal loads. This is covered by the recommendation at 3.2 above.	Traffic and Transport		Noted.	N
NFOWF_027_075_130524	<p>Previous recommendations not addressed</p> <p>13.1. AECOM previously recommended the following in TN05 which have not been addressed within the ETG Meeting Notes, presentation or the PIER Update Note:</p> <p>TN05_R6: The TEMPro growth factors should be provided for both the AM and PM peak periods. Further clarification regarding the parameters used to obtain the growth factors should be provided, such as the geography and the road type. (Paragraph 3.31 of TN05)</p> <p>TN05_R11: Further clarification should be provided regarding the reasoning for only including 18 months of the construction programme in the highway assessment, when the construction period is stated to be 36 months. (Paragraph 3.16 of TN05)</p> <p>TN05_R15: Clarification regarding the differences between the figures in column 2 and column 4 of both Table 4 and Table 5 of [TN05] should be provided, including how they were calculated. (Paragraph 5.5 of TN05)</p> <p>13.2. AECOM reiterate all recommendations listed above.</p>	Traffic and Transport	Project Description	Noted.	N

NFOWF_027_076_130524	<p>Conclusion</p> <p>14.1. AECOM have prepared this Technical Note (TN06) on behalf of National Highways to document a review of the Stage 3 Consultation documents prepared in support of the proposed Five Estuaries Offshore Windfarm extension.</p>	Introduction		Noted.	N
NFOWF_027_077_130524	<p>14.2. This TN has identified some recommendations which are summarised in the Executive Summary. AECOM's recommendations regarding these concerns are highlighted by the use of bold underlined text throughout this document. Recommendations regarded as critical to the acceptability of this DCO application are coloured red. Recommendations that are regarded as important but not critical to the acceptability of this DCO application are highlighted in amber. Matters that need to be resolved but for which a commitment has been made by the Applicant to resolve them at a later stage in the process are highlighted in blue. Recommendations raised in TN05 that are now considered to have been resolved are highlighted in green.</p>	Introduction		Noted.	N