



NORTH FALLS

Offshore Wind Farm

**CONSULTATION
REPORT
APPENDIX G.5.1
PART 3**

Document Reference: 4.1.4.3

Volume: 4

APFP Regulation: 5(2)(q)

Date: July 2024

Revision: 0

NorthFallsOffshore.com



Project Reference: EN010119



Project	North Falls Offshore Wind Farm
Document Title	Consultation Report Appendix G.5.1 (Part 3)
Document Reference	4.1.4.3
APFP Regulation	5(2)(q)
Supplier	Camargue Group Limited
Supplier Document ID	CAMGPT30724

This document and any information therein are confidential property of North Falls Offshore Wind Farm Limited and without infringement neither the whole nor any extract may be disclosed, loaned, copied or used for manufacturing, provision of services or other purposes whatsoever without prior written consent of North Falls Offshore Wind Farm Limited, and no liability is accepted for loss or damage from any cause whatsoever from the use of the document. North Falls Offshore Wind Farm Limited retains the right to alter the document at any time unless a written statement to the contrary has been appended.

Revision	Date	Status/Reason for Issue	Originator	Checked	Approved
0	July 2024	Submission	Camargue	NFOW	NFOW



NORTH FALLS

Offshore Wind Farm

CONTENTS

G Appendices (continued)

G.5.1	Stage 4 (targeted) consultation feedback and Applicant's regard (section 47)	138
-------	--	-----



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.5.1

*Stage 4 (targeted) consultation feedback
and Applicant's regard (section 47)*

Stage 4 (targeted) consultation S47 feedback theme tables

Site Selection and Assessment of Alternatives			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
<p>Opposition to onshore infrastructure. Reference to impact on countryside and quiet, rural landscape. General support for offshore connection.</p>	23	<p>As discussed in Section 4.1.4 of Chapter 4 Site Selection and Assessment of Alternatives of the ES (document reference 3.1.6), National Grid has provided the Applicant with a grid connection location for North Falls in the vicinity of Ardleigh, Essex.</p> <p>The impacts associated with the onshore substation have been assessed in detail within the technical chapters of the ES (including Chapter 23 Onshore Ecology (document reference 3.1.25), Chapter 25 Onshore Archaeology and Cultural Heritage (document reference 3.1.27) and Chapter 22 Land Use and Agriculture (document reference 3.1.24)). Where significant effects have been predicted, mitigation has been proposed to reduce these effects as far as practicable. The cumulative effects of North Falls and Five Estuaries are also assessed and considered in these chapters, as well as Chapter 4 Site Selection and Assessment of Alternatives of the ES (document reference 3.1.6) and Chapter 30 Landscape and Visual Impact Assessment of the ES (document reference 3.1.32).</p> <p>The Applicant has cooperated with the Department of Energy Security and Net Zero to explore grid connection options, as part of the Offshore Transmission Network Review (OTNR). Additionally, the Applicant has applied to the Offshore Coordination Support Scheme (OCSS) in consortium with NGET and Five Estuaries for an offshore connection to Sea Link, a marine cable between Suffolk and Kent proposed by NGET as part of its Great Grid Upgrade. The Applicant continues to engage with government, Office of Gas and Electricity Markets (Ofgem) and other developers to explore the potential options. More information can be found in Chapter 5, Project Description, of the ES (document reference 3.1.7).</p>	N

Concerns over cumulative impact of other projects in the area.	19	<p>A decision to select an option for co-locating North Falls and Five Estuaries onshore substations has been undertaken to reduce cumulative effects associated with both projects.</p> <p>The impacts associated with the onshore substation have been assessed in detail within the technical chapters of the ES, including Chapter 23 Onshore Ecology (document reference 3.1.25), Chapter 25 Onshore Archaeology and Cultural Heritage (document reference 3.1.27) and Chapter 22 Land Use and Agriculture (document reference 3.1.24). Where significant effects have been predicted, mitigation has been proposed to reduce these effects as far as practicable. The cumulative effects of North Falls and Five Estuaries are also assessed and considered in these chapters, as well as Chapter 4 Site Selection and Assessment of Alternatives of the ES (document reference 3.1.6) and Chapter 30 Landscape and Visual Impact Assessment of the ES (document reference 3.1.32).</p>	Y
--	----	---	---

Landscape and Visual Impact Assessment			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
<p>General concerns with 'industrialising' the rural landscape due to onshore infrastructure.</p> <p>Reference to loss of arable land, impacts on the character of the countryside and potential impacts of construction on the landscape.</p>	25	<p>The onshore project area and onshore substation works area have been defined following an extensive site selection process, which has sought to take account of landscape and visual, other environmental, engineering, planning and land requirements to seek to identify the project location. The site selection process is described in detail in Chapter 4 Site Selection and Assessment of Alternatives (Volume I) (document reference 3.1.6) of the ES.</p> <p>The principles guiding landscape mitigation are developed in the Design Vision (document reference 2.3) and included in the Outline Landscape and Ecological Management Strategy (OLEMS) (document reference 7.14). Figure 30.1.6 Chapter 30 Landscape and Visual Impact Assessment (Volume II) in the ES illustrates the landscape mitigation plan for the onshore substation works area, including screen planting.</p>	N

		<p>Cumulative landscape and visual impacts have been considered in Section 30.8 of Chapter 30 Landscape and Visual Assessment (document reference 3.1.32) of the ES.</p> <p>Following construction, the affected agricultural land will be reinstated to pre-construction condition and where this is not possible the Project will have a statutory obligation to pay compensation to landowners under the Compensation Code.</p> <p>More information on how the Applicant will work to mitigate its impact on agricultural land can be found in Chapter 22 Land Use and Agriculture (document reference 3.1.24) of the ES.</p>	
<p>Concerns over visual impact of the Project during construction.</p> <p>Reference to heavy equipment and material stockpiles altering visual aesthetics and transforming the natural landscape.</p>	20	<p>The duration of construction effects will be short-term and any disturbance necessary to facilitate construction will be largely reversible. Further, the Applicant will work to screen any onshore infrastructure as far as is practicable. For more information on how the Applicant will work to mitigate its onshore visual impact, see Chapter 30 Landscape and Visual Impact Assessment (document reference 3.1.32) of the ES.</p>	N

Water Resources and Flood Risk			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
<p>Concerns with impacts to existing high water table, and water resources.</p> <p>Reference to flood risk, sewage issues, surface run off during prolonged construction and impact</p>	30	<p>The onshore cable route has been developed to avoid interaction with Groundwater Source Protection Zone 1, and therefore minimise the potential for impact on abstractions for public water supply.</p> <p>The Applicant is liaising directly with utility providers to ensure asset protection. For other water supplies, these are assessed within the Water Resources and Flood Risk (document reference 3.1.23) and Ground Conditions and Contamination (document reference 3.1.21) chapters of the Environmental Statement.</p>	N

<p>to water supply, such as using 'well water'.</p> <p>Reference specifically to Ardleigh Road, Grange Road, Shop Road and surrounding area, all of which have experienced recent flooding.</p>		<p>The Outline Code of Construction Practice (document reference 7.13) sets out the approach that will be taken by the Applicant in respect of private water supplies. The Applicant has already engaged with landowners to undertake surveys to determine the existing quality of private water supplies.</p> <p>The Outline Code of Construction Practice (document reference 7.13) sets out the approach that will be taken by the Applicant in respect of drainage. Pre and post construction drainage plans will be developed by a drainage specialist. The Applicant has already engaged with all landowners and requested copies of plans showing existing drainage and irrigation systems.</p> <p>Flood risk is assessed as part of Chapter 21 Water Resources and Flood Risk of the ES (document reference 3.1.23).</p> <p>The onshore substation site is within Flood Zone 1, meaning it's outside the tidal and fluvial floodplain. Additionally, appropriate surface water drainage would be implemented to mitigate potential flood risk. Surface water drainage measures would be implemented to ensure that runoff from the site is managed and restricted to approved rates, thereby not increasing surface water flood risk.</p> <p>Construction drainage methods are outlined in the Offshore Code of Construction Practice (OCoCP) (document reference 7.13), with final construction drainage details to be secured within the final Code of Construction Practice (CoCP), submitted post-consent.</p>	
---	--	--	--

Noise and Vibration			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
<p>General concern with construction noise and vibrations.</p> <p>Reference to increased traffic for what is perceived to be a significant length of time and HGV movements impacting local roads.</p> <p>Reference to listed properties being at risk of damage due to vibrations.</p> <p>Specific mention of the impacts of widening Bentley Road.</p>	19	<p>The Outline Code of Construction Practice (document reference 7.13) sets out the approach that will be taken by the Project to mitigate construction disturbance. This document includes detailed measures to manage construction noise and vibration, light emissions, and a Dust Management Plan.</p> <p>Construction noise and traffic noise impacts have been assessed, as reported in Section 26.6.1 of Chapter 26 Noise and Vibration (document reference 3.1.28) of the ES.</p> <p>Embedded mitigation measures to reduce construction noise impacts are discussed in Section 26.3.3 of Chapter 26 Noise and Vibration of the ES, with additional mitigation measures discussed as required, relevant to each construction phase impact assessed in Section 26.6.1.</p> <p>Construction vibration effects on structures has been assessed in Section 26.6.1.6 of Chapter 26 Noise and Vibration (document reference 3.1.28) of the ES, Noise and Vibration, which concludes that significant effects upon structures are not anticipated.</p> <p>More detail regarding noise and vibrations can be found in Appendix 26.2 Road Traffic Noise Assessment, Appendix 26.3 Construction Noise and Vibrations Calculations and Appendix 27.1 Transport Assessment.</p>	N
<p>Concerns with what are considered to be ongoing noise and vibrations impacting rural character once operational.</p> <p>Reference to long-lasting implications and vibrations damaging ancient / listed buildings.</p> <p>Specific mention of the permanent impacts of widening Bentley Road following construction, including</p>	13	<p>Construction and operational noise impacts have been assessed in accordance with best practice and mitigation measures identified, as required, such that significant adverse effects are not anticipated at human receptors.</p> <p>Construction vibration effects on structures has been assessed in Section 26.6.1.6 of Chapter 26 Noise and Vibration (document reference 3.1.28) of the ES, Noise and Vibration, which concludes that significant effects upon structures are not anticipated.</p> <p>Operational noise impacts from the proposed onshore substation have been assessed, as reported in Section 26.6.2 of Chapter 26 Noise and Vibration (document reference 3.1.28) of the ES, Noise and Vibration. The assessment of cumulative effects of operational noise</p>	N

increased amount of vehicle movements.		from all three substations is reported in Section 26.8.3.1.3 and residual effects are not significant. Details and assessment of operational phase road traffic movements are provided in Chapter 27 Traffic and Transport (Volume I) (document reference 3.1.29) of the ES.	
--	--	---	--

Onshore Ecology			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
<p>General concern over impact on ecology and wildlife.</p> <p>Specific mention of noise and light impacts and 'destruction' to habitats of birds, badgers, hares, doxes, deer, bats, snakes and owls. Impacts to migratory bird route – East Anglia Flyway.</p> <p>Reference to a number of mature trees protected by Tree Preservation Orders and hedgerows that consultees feel need to be considered.</p> <p>Reference to cumulative impacts of NFOW and Five Estuaries.</p> <p>Specific mention of impacts of widening Bentley Road and haul roads.</p>	40	<p>Ecological impact is assessed and reported on throughout the ES.</p> <p>Section 23.6.1 of Chapter 23 Onshore Ecology (document reference 3.1.25) of the ES assesses the impacts of habitat fragmentation on local ecological receptors (and where required additional mitigation needs) including on designated sites, protected and notable species, and habitats. This chapter also considers the potential cumulative effects of North Falls and Five Estuaries on onshore ecology.</p> <p>Table 23.5 of this chapter sets out embedded mitigation in the Project design. No significant adverse effects are predicted to occur on EPS (European Protected Species) over the long term.</p> <p>Impacts on named species, mitigation, and how losses are being minimised and avoided are addressed in Chapter 23 Onshore Ecology of the ES (document reference 3.1.25), namely in Section 23.6.</p> <p>Main migratory locations are designated sites and are fully assessed in the HRA (Habitats Regulation Assessment) and in Chapter 24 Onshore Ornithology (Volume I) (document reference 3.1.26).</p> <p>Mitigation measures are also addressed in the OLEMS (document reference 7.14) and Schedule of Mitigation (document reference 2.6).</p> <p>The Applicant would aim to mitigate disturbance to hedgerows by using gaps in vegetation where practicable. Wherever a hedgerow crossing is unavoidable, and a trenchless technique such as Horizontal Directional Drilling (HDD) is not possible, and the hedgerow</p>	N

		<p>requires removal, the working width will be narrowed to minimise the width of hedgerow removal required. All removed hedges will be replaced with locally appropriate species. Additionally, the Applicant plans to avoid burying cables close to major tree roots in order to maintain cable integrity, as well as seeking to avoid potential impacts on trees.</p> <p>A hedgerow survey has been undertaken as reported in Appendix 23.1 (Document Reference: 3.3.30), and further detail can be found in the Applicant's Tree Preservation Order and Hedgerow Plan (document reference 5.12) and Chapter 23 Onshore Ecology (Volume 1) of the PEIR.</p> <p>Chapter 23 Onshore Ecology (document reference 3.1.25) considers the cumulative effects of North Falls and Five Estuaries.</p>	
--	--	---	--

Land Use and Agriculture			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
<p>Concerns of disruption and impacts to arable land and quiet countryside.</p> <p>Reference to noise, dust and disruption to Grade 1 farmland and country lanes used by walkers and horse riders.</p> <p>Specific mention of impacts to farmer's livelihoods and potential use of compulsory purchase orders.</p>	18	<p>Following construction, the affected agricultural land will be reinstated to pre-construction condition and where this is not possible the Project will have a statutory obligation to pay compensation to landowners under the Compensation Code.</p> <p>For more information on how the Applicant will work to mitigate its impact on agricultural land, see Chapter 22 Land Use and Agriculture (document reference 3.1.24) of the ES.</p> <p>Land interests will be entitled to claim proven losses under the Compensation Code, whether or not access has been taken under either voluntary agreements or compulsory acquisition for the Project's construction.</p> <p>The Outline Code of Construction Practice (document reference 7.13) details how the Project will implement measures to minimise dust and noise disturbance during construction.</p>	N

Traffic and Transport			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
<p>Concerns with increased traffic, large vehicles using local roads and disruption to those local roads.</p> <p>Specific reference disruption of access to A120, perceived severing links to surrounding towns and increased traffic for those previously using the B1035.</p> <p>Reference to concerns of road traffic accidents and cumulative impacts of NFOW and Five Estuaries.</p>	33	<p>An Outline Construction Traffic Management Plan (OCTMP) (document reference 7.16) will be submitted with the DCO application. The OCTMP will include outline travel plan measures, which would be developed further in consultation with Essex County Council and National Highways prior to the commencement of the Project.</p> <p>Section 27.4.3.1 of Chapter 27 Traffic and Transport (document reference 3.1.29) of the ES contains details of the approach to the assessment of abnormal loads and the potential cumulative effects of relevant plans and projects in the area in relation to traffic and transport.</p> <p>Since stage 3 (statutory) consultation, the use of a haul road along the onshore cable corridor was also developed in response to concerns regarding construction traffic and impacts to the local road network. As set out in the Outline Construction Traffic Management Plan (document reference 7.16), this will enable construction traffic to reach the onshore cable route without having to use smaller / lesser main roads.</p>	N
<p>Concerns with pedestrian, cyclist and horse rider access to countryside lanes and public rights of way.</p> <p>Reference to access and safety for pedestrians and horse riders.</p>	17	<p>Section 27.6.1 of Chapter 27 Traffic and Transport (document reference 3.1.29) of the ES includes an assessment of the effects of North Falls construction traffic upon severance, amenity, and highway safety of all road users (including those of PRoW, as identified in Table 27-13).</p> <p>Appendix 27.1 Transport Assessment (Volume III) (document reference 3.3.64) is provided in support of the ES Chapter 27 Traffic and Transport (Volume I) (document reference 3.1.29). The Transport Assessment includes details of the proposed access strategy and approach to the design of new accesses and crossings.</p>	N

Socio-Economics			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
<p>General impact of Project on finances of local residents.</p> <p>Reference to disruption to livelihoods, impacts to businesses due to increased traffic, increased 'industrialisation' due to onshore infrastructure and impact to property values.</p>	15	<p>Section 33.5.3 of Chapter 31 Socio-economics of the ES (document reference) 3.1.33 considers housing.</p> <p>The assessors and authors of Chapter 31 Socio-economics (Hatch) are not aware of evidence that offshore wind farms lead to the loss of local businesses. If this did occur, it is likely to be a negligible effect for the study area as a whole and would likely be outweighed by the positive effects on the wider economy (for example employment in the construction and operational stages).</p> <p>The assessment of employment impacts in Section 31.6 of Chapter 31 Socio-economics therefore does not consider the scale of job losses associated with the development of North Falls. The assessment does quantify job creation, including direct and indirect effects.</p>	N

Human Health			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
<p>General concern regarding impact on human health and wellbeing.</p> <p>Reference to disruption of 'peaceful life', 'stress' and 'suffering' due to perceived financial loss and reduction in property values and disturbance to everyday life.</p>	14	<p>The Applicant has taken account of the potential effects of the Project and of other developments on human health. Care has been taken to reduce adverse impacts on the environment as well as on people who live and work close to the activities of North Falls. Cumulative effects with other projects are presented in Section 28.8.3 in Chapter 28 Human Health of the ES. Potential effects on mental health have been considered throughout this chapter and attention is paid to potential effects on vulnerable populations. Vulnerable populations considered in the assessment are detailed in Section 28.3.2.1.2 in Chapter 28 Human Health of the ES.</p>	N

Tourism and Recreation			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
<p>Concerns around disruption to annual events and recreation activities.</p> <p>Specific mention of Tour de Tendring event, horse riding and walker access.</p>	16	<p>Impacts associated with the diversion and temporary / permanent closure of Public Rights of Way (PRoW) are considered in Section 32.6 of Chapter 32 Tourism and Recreation (document reference 3.1.34) of the ES.</p> <p>All diverted footpaths will be kept open with diversions. Further details of how footpaths will be managed are set out in the Outline Public Rights of Way Management Plan (OPRoWMP) (document reference 7.17).</p>	N

		<p>The OPRoWMP and the Crossing Schedule (document reference 3.3.2) provide further details on crossings, diversions and temporary / permanent closures as well as onshore construction techniques.</p> <p>The worst-case approach outlined in Section 32.3.2 of Chapter 32 Tourism and Recreation of the ES, considers how the timing of construction activity will relate to the peak tourist season traffic levels and key routes to visitor assets.</p>	
--	--	---	--

Onshore Archaeology and Cultural Heritage			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
<p>Concern over damage to listed buildings contributing to the rich cultural heritage of the area.</p> <p>Specific mention of Little Bromley Church, Braham Hall and The Old Rectory.</p>	10	<p>The Applicant acknowledges the archaeological and historical potential of the area. A full assessment of the impacts to archaeology and cultural heritage has been carried out in Chapter 25 Onshore Archaeology and Cultural Heritage (document reference 3.1.27) of the ES in consultation with Historic England and Essex County Council.</p> <p>A detailed assessment of the predicted effects on the significance of onshore heritage assets resulting from changes in their setting is presented in Appendix 25.3 Onshore Infrastructure Setting Assessment (document reference 3.3.50).</p>	N

Onshore Air Quality			
Issue raised in feedback	Times raised in feedback	Applicant's response and consideration	Project change following this stage of consultation (Y / N)
Concern over air quality and dust pollution from increased traffic and HGV movement.	11	Construction dust and particulate matter impacts have been assessed in Section 20.6.1.1 of Chapter 20 Onshore Air Quality (document reference 3.1.22) in the ES with site specific mitigation included in Section 20.6.1.1.5.	N

Feedback Forms			
Question	Number of responses	Response summary	Applicant's response
1. Which of the proposed localised changes to the Project are you commenting on?	4	<ul style="list-style-type: none"> Of the four feedback forms submitted during the Applicant's targeted consultation, 100% addressed the Project's National Grid connection, traffic visibility splays, temporary construction compounds and the widening of Bentley Road. 	See below.
a. Comments on additional land required at National Grid Electricity Transmission's (NGET) proposed substation site (the Project's National Grid Connection Point).	4	<ul style="list-style-type: none"> Cumulative impact of Projects in the area. 	The Applicant has worked with Five Estuaries throughout the pre-application stage to develop co-ordinated proposals as discussed in Section 5.3.1 and Section 5.7 in Chapter 5 Project Description of the ES and reduce the projects' cumulative impact.

		<ul style="list-style-type: none"> Proximity of substation to residential properties. 	<p>Residential properties were one of the constraints when identifying the location of the proposed onshore substation, including a 250m disturbance buffer around each property. For more information, see Chapter 4 Site Selection and Assessment of Alternatives (document reference 3.1.6) of the ES.</p>
		<ul style="list-style-type: none"> Visual impact of works for residential properties. Concerns over visual and material impact of 5-year construction period on local environment, landscape and topography. 	<p>The Applicant will work to screen any onshore infrastructure as far as is practicable.</p> <p>The duration of construction effects will be short-term and any disturbance necessary to facilitate construction will be largely reversible.</p> <p>For more information on how the Applicant will work to mitigate its onshore visual impact, see Chapter 30 Landscape and Visual Impact Assessment (document reference 3.1.32) of the ES.</p>
		<ul style="list-style-type: none"> Impact of substation on surface water runoff, flooding and drainage in Little Bromley. Impact of Project on Little Bentley's water sources. 	<p>The Applicant has already engaged with landowners to undertake surveys to determine the existing quality of private water supplies.</p> <p>The Outline Code of Construction Practice (document reference 7.13) sets out the approach that will be taken by the Applicant in respect of drainage. Pre and post construction drainage plans will be developed by a drainage specialist. The Applicant has already engaged with all landowners and requested copies of plans showing</p>

			<p>existing drainage and irrigation systems.</p> <p>Flood risk is assessed as part of Chapter 21 Water Resources and Flood Risk of the ES (document reference 3.1.23).</p> <p>The onshore substation site is within Flood Zone 1, meaning it's outside the tidal and fluvial floodplain. Additionally, appropriate surface water drainage would be implemented to mitigate potential flood risk. Surface water drainage measures would be implemented to ensure that runoff from the site is managed and restricted to approved rates, thereby not increasing surface water flood risk.</p> <p>Construction drainage methods are outlined in the Offshore Code of Construction Practice (OCoCP) (document reference 7.13), with final construction drainage details to be secured within the final Code of Construction Practice (CoCP), submitted post-consent.</p>
		<ul style="list-style-type: none"> • Demand for an offshore grid connection. 	<p>The Applicant co-operated with the Department of Energy Security and Net Zero (DESNZ) to explore grid connection options, as part of the Offshore Transmission Network Review (OTNR).</p> <p>In addition, NFOW has applied to the OCSS in consortium with National Grid Electricity Transmission (NGET) and</p>

			<p>Five Estuaries for an offshore connection to Sea Link, a marine cable between Suffolk and Kent proposed by NGET as part of their Great Grid Upgrade.</p> <p>The Applicant continues to engage with Government, Office of Gas and Electricity Markets (Ofgem) and other developers to explore the potential options.</p>
b. Comments on the adjustment of the onshore cable corridor from the PEIR boundary.	1	<ul style="list-style-type: none"> Impact of Project on Little Bentley. 	<p>The Applicant will work to minimise impacts of the Project as far as practicable.</p> <p>For more information see Chapter 4 Site Selection and Assessment of Alternatives (document reference 3.1.6) of the ES.</p>
c. Comments on location of operation and maintenance (O&M) access points.	1	<ul style="list-style-type: none"> Impact of Project on Little Bentley. 	<p>The Applicant will work to minimise impacts of the Project as far as practicable.</p> <p>For more information see Chapter 4 Site Selection and Assessment of Alternatives (document reference 3.1.6) of the ES.</p>
d. Comments on inclusion of construction traffic visibility splays.	4	<ul style="list-style-type: none"> Impact of visibility splays on established hedgerows and trees. Impact on hedges that were planted to stop snowdrifts in the winter. Impact of hedgerow removal on ecology and ornithology, specifically through habitat loss. 	<p>Section 23.6.1 of Chapter 23 Onshore Ecology (document reference 3.1.25) of the ES assesses the impacts of habitat fragmentation on local ecological receptors (and where required additional mitigation needs) including on designated sites, protected and notable species, and habitats. Table 23.5 of this chapter sets out embedded mitigation in the North Falls Project design. No significant adverse effects are predicted to occur on EPS (European Protected Species).</p>

			<p>The Applicant would aim to mitigate disturbance to hedgerows by using gaps in vegetation where practicable. Wherever a hedgerow crossing is unavoidable, and a trenchless technique such as Horizontal Directional Drilling (HDD) is not possible, and the hedgerow requires removal, the working width will be narrowed to minimise the width of hedgerow removal required. All removed hedges will be replaced with locally appropriate species. Additionally, the Applicant plans to avoid burying cables close to major tree roots in order to maintain cable integrity, as well as seeking to avoid potential impacts on trees.</p> <p>A hedgerow survey has been undertaken as reported in Appendix 23.1 (Document Reference: 3.3.30), and further detail can be found in the Applicant's Tree Preservation Order and Hedgerow Plan (document reference 5.12) and Chapter 23 Onshore Ecology (Volume 1) of the PEIR.</p>
		<ul style="list-style-type: none"> • Impact of vibrations from increased traffic on older buildings. 	<p>For more information on the impact of the Project on heritage assets and listed buildings see Chapter 16 Offshore and Intertidal Archaeology and Cultural Heritage (document reference 3.1.18), Chapter 20 Onshore Air Quality (document reference 3.1.22) and Chapter 26 Noise and Vibration (document reference 3.1.28) of the ES.</p>
<p>e. Comments on proposed locations of temporary construction compounds (TCCs).</p>	<p>4</p>	<ul style="list-style-type: none"> • Impact of Project on property values. 	<p>Assessment of property type, value and impact is considered in detail throughout Chapter 31 Socio-</p>

			economics (document reference 3.1.33) of the ES.
		<ul style="list-style-type: none"> Visual impact of TCCs. 	<p>TCCs are required to support the onshore cable installation. A maximum of 11 TCCs will be required, including one main TCC. TCCs would also be required at landfall and the onshore substation. The proposed locations for the TCCs are shown on Figure 5.2 (Volume II) of the ES.</p> <p>The Applicant will work to minimise the visual impact of TCCs as far as practicable. An example image of a TCC can be found in Chapter 5 Project Description (document reference 3.1.7) of the ES.</p>
		<ul style="list-style-type: none"> Concerns about noise pollution from TCCs. 	<p>The Applicant will work to minimise the noise impact of TCCs as far as practicable.</p> <p>Further information on the noise TCCs will produce and how this will be mitigated can be found in Chapter 26 Noise and Vibration (document reference 3.1.28) of the ES.</p>
f. Comments on improvements and widening of Bentley Road.	4	<ul style="list-style-type: none"> Impact of Project on quality of life and (mental) health of local residents. 	<p>The Applicant has taken account of the potential effects of the proposed development and of other developments on human health. Care has been taken to reduce adverse impacts on the environment as well as on people who live and work close to the activities of the proposed development. Cumulative effects with other projects are presented in Section 28.8.3 in Chapter 28 Human Health of the ES.</p> <p>Potential effects on mental health have been considered throughout Chapter 28</p>

			<p>Human Health of the ES and attention is paid to potential effects on vulnerable populations. Vulnerable populations considered in the assessment are detailed in Section 28.3.2.1.2 in Chapter 28 Human Health of the ES.</p>
		<ul style="list-style-type: none"> • Creation of noise and air pollution from works. 	<p>Construction dust and particulate matter impacts have been assessed in Section 20.6.1.1 of Chapter 20 Onshore Air Quality (document reference 3.1.22) of the ES, with site specific mitigation included in Section 20.6.1.1.5 of this chapter.</p>
		<ul style="list-style-type: none"> • Increases to HGV traffic and increased use of Bentley Road as a cut through. • Cumulative traffic impact of projects in the area. • Disruption of traffic lights on Bentley Road to local businesses and residents and resulting increase of traffic on surrounding roads. • Effects of works on other road users: walkers, cyclists, horse riders and buses. 	<p>An Outline Construction Traffic Management Plan (OCTMP) (document reference 7.16) will be submitted with the DCO application. The OCTMP will include outline travel plan measures, which would be developed further in consultation with Essex County Council and National Highways prior to the commencement of the Project.</p> <p>Chapter 27 Traffic and Transport (document reference 3.1.29) of the ES contains an assessment of the potential cumulative effects of relevant plans and projects in the area in relation to traffic and transport.</p> <p>Section 27.6.1 of Chapter 27 Traffic and Transport of the ES includes an assessment of the effects of North Falls construction traffic upon severance and amenity of all road users (including those of PRoW, as identified in Table 27-13 of this chapter).</p>

		<ul style="list-style-type: none"> • Impact of widening works on character of Little Bromley. 	<p>The Applicant will work to minimise impacts of the Project as far as practicable.</p> <p>See Chapter 4 Site Selection and Assessment of Alternatives (document reference 3.1.6) of the ES for more information.</p>
		<ul style="list-style-type: none"> • Impact of Project on farmland, land accesses and livelihood of farmers. 	<p>Following construction, the affected agricultural land will be reinstated to pre-construction condition and where this is not possible the Project will have a statutory obligation to pay compensation to landowners under the Compensation Code.</p> <p>For more information on how the Applicant will work to mitigate its impact on agricultural land, see Chapter 22 Land Use and Agriculture (document reference 3.1.24) of the ES.</p>
<p>Map points on interactive feedback map.</p>	<p>2</p>	<ul style="list-style-type: none"> • Concerns over increase of traffic on rural roads. • Impact of Project on leisure activities including cycling and walking. 	<p>An Outline Construction Traffic Management Plan (OCTMP) (document reference 7.16) will be submitted with the DCO application. The OCTMP will include outline travel plan measures, which would be developed further in consultation with Essex County Council and National Highways prior to the commencement of the Project.</p> <p>Section 27.6.1 of Chapter 27 Traffic and Transport (document reference 3.1.29) of the ES includes an assessment of the effects of North Falls construction traffic upon severance and amenity of all road users (including those of PRow, as identified in Table 27-13 of this chapter).</p>

		<ul style="list-style-type: none"> • Impact of Project on onshore environment. 	<p>Ecological impact is assessed and reported on throughout the ES.</p> <p>The Applicant will continue to work to mitigate its impact on the onshore environment (for more information see Chapter 23 Onshore Ecology (document reference 3.1.25) of the ES).</p>
		<ul style="list-style-type: none"> • Visual impact of substations. 	<p>The onshore project area and onshore substation works area have been defined following an extensive site selection process, which has sought to take account of landscape and visual, other environmental, engineering, planning and land requirements to seek to identify the project location. The site selection process is described in detail in Chapter 4 Site Selection and Assessment of Alternatives (document reference 3.1.6) of the ES.</p> <p>The Applicant will work to screen any onshore infrastructure as far as is practicable. Further information on the potential visual impact of the Project can be found in Chapter 30 Landscape and Visual Assessment (document reference 3.1.32) of the ES.</p>