



NORTH FALLS

Offshore Wind Farm

**CONSULTATION
REPORT
APPENDIX G.6 TO H.3
PART 4**

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APPENDIX G

G.6

*PEIR Addendum for stage 4
(targeted) consultation*



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PRELIMINARY ENVIRONMENTAL INFORMATION REPORT

PEIR Addendum

Document Reference No: 004908418-01

Date: March 2024

Revision: 01



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PRELIMINARY ENVIRONMENTAL INFORMATION REPORT ADDENDUM

March 2024

Project	North Falls Offshore Wind Farm
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Glossary of Acronyms

AIL	Abnormal Indivisible Load
ALC	Agriculture Land Classification
BMP	Best Practicable Means
CoCP	Code of Construction Practice
CS	Countryside Stewardship
CTR	Construction Traffic Receptor
DBA	Desk based assessment
DCO	Development Consent Order
EACN	East Anglia Connection Node
ECC	Essex County Council
ECoW	Ecological Clerk of Works
EIA	Environmental Impact Assessment
EP1HS	Extended Phase One Habitat Survey
ES	Environmental Statement
FLL	Functionally-linked land
GGOW	Greater Gabbard Offshore Wind Farm
GHG	Greenhouse gas
GNA	Good Neighbour Agreement
HER	Historic Environment Record
HGV	Heavy Goods Vehicles
IAQM	Institute of Air Quality Management
IEMA	Institute of Environmental Management Assessment
IOF	Important Ornithological Features
NFOW	North Falls Offshore Wind Farm Limited
NGET	National Grid Electricity Transmission
NRMM	Non-Road Mobile Machinery
NVSR	Noise and vibration sensitive receptors
O&M	Operation and Maintenance
OSP	Offshore Substation Platform
PAS	Portable Antiques Scheme
PEIR	Preliminary Environmental Information Report
PRoW	Public Rights of Way
TCC	Temporary Construction Compound
WTG	Wind Turbine Generator

Glossary of Terminology

Bentley Road improvement works	Works involving the widening and improvement of the carriageway along Bentley Road, required to facilitate heavy goods vehicle and abnormal indivisible load access to the onshore cable route and the onshore substation.
Haul road	The track along the onshore cable route used by construction traffic to access different sections of the onshore cable route.
Landfall	The location where the offshore export cables come ashore at Kirby Brook
Link boxes	Underground chambers or above ground cabinets next to the onshore export cables housing low voltage electrical earthing links.
Non-Road Mobile Machinery (NRMM)	Any mobile machine or vehicle that is not solely intended for carrying passengers or goods on the road. Generally, this includes all machinery on site, even those with road going registration plates, such as telehandlers and dumpers, as well as those that are not self-propelled, such as generators and compressors.
Onshore cable corridor(s)	Onshore corridor(s) considered at PEIR within which the onshore cable route, as assessed at ES, is located.
Onshore export cables	The cables which take the electricity from landfall to the onshore substation. These comprise High Voltage Alternative Current (HVAC) cables, buried underground.
Onshore cable route	Onshore route within which the onshore export cables and associated infrastructure would be located.
Onshore project area	The boundary within which all onshore infrastructure required for the Project will be located (i.e. landfall; onshore cable route, accesses, construction compounds; onshore substation and cables to the National Grid substation)
Onshore substation	A compound containing electrical equipment required to transform and stabilise electricity generated by the Project so that it can be connected to the National Grid.
Onshore substation works area	Area within which all temporary and permanent works associated within the onshore substation are located, including onshore substation, construction compound, access, landscaping, drainage and earthworks.
Onshore substation zone	The area considered at PEIR, within which the onshore substation will be located.
Temporary construction compound	Area set aside to facilitate construction of the onshore cable route. Will be located adjacent to the onshore cable route, with access to the highway where required.
The Applicant	North Falls Offshore Wind Farm Limited (NFOW)
The Project or 'North Falls'	North Falls Offshore Wind Farm, including all onshore and offshore infrastructure.
Wind turbine generator (WTG)	Power generating device that is driven by the kinetic energy of the wind

Executive Summary

This Preliminary Environmental Information Report (PEIR) Addendum provides a supplementary environmental review of proposed localised changes to the Project's onshore infrastructure since the publication of the PEIR (NFOR, 2023).

This PEIR Addendum provides information on whether the environmental receptors, the magnitude of impact, and/or resulting assessment outcomes presented in the PEIR have changed as a result of the proposed localised changes to the PEIR onshore project area. It also considered whether these proposed localised changes are likely to give rise to new or materially different likely significant effects, following mitigation.

The PEIR Addendum utilises the baseline information previously presented within the PEIR (NFOR, 2023), supplemented by additional new baseline data collected since publication of the PEIR (Appendix 1 – 6) to form preliminary conclusions regarding the likely significant environmental effects predicted as a result of the development of these proposed localised changes.

The proposed localised changes include:

- **Temporary construction compounds (TCC)** – increase from 7 TCCs (as assessed at PEIR) to 11 plus one landfall TCC required in strategic locations along the onshore cable corridor(s) to support the onshore cable installation.
- **11 visibility splays** – proposed where the Project requires a wider area of hedgerow adjustment to ensure safe egress from the cable corridor(s) construction access points.
- **Bentley Road improvement works** – to ensure the carriageway is suitable for the safe passing of two-way HGV movements of the volume required to facilitate the construction of the Project.
- **Minor changes to the compound for the National Grid East Anglia Connection Node (EACN)** – minor additional areas of land outside of the onshore project area have been included to align with land holding boundaries.
- **O&M accesses** – 14 locations where access points for operating and maintaining the onshore electrical connection throughout its lifespan have been identified.
- **Onshore substation zone adjustments** – an additional permanent works area is required to facilitate the onshore cable corridor(s) connection to the onshore substation.
- **Onshore cable corridor(s) adjustments** – additional temporary works area to accommodate amendments to the onshore cable corridor(s) required to facilitate safe construction access, and additional permanent works for additional areas of cabling.

The proposed localised changes are focused on the onshore project area and therefore, the environmental review has been carried out for the onshore and project-wide environmental topics. The conclusions of the review are presented in the table below:

Onshore Topic	Visibility splays	Bentley Road improvement works	EACN	O&M accesses	Onshore substation zone	Onshore cable corridor(s)
Ground conditions and contamination	No new or materially different likely significant effects than those reported at PEIR.					
Air quality						
Water resources and flood risk						
Land use and agriculture						
Onshore ecology						
Onshore ornithology						
Onshore archaeology						
Noise and vibration	No new or materially different likely significant effects than those reported at PEIR.	New and materially different likely significant effects than those reported at PEIR prior to additional mitigation. With mitigation (Section 3.8.1), no new or materially different significant effects than those reported at PEIR are anticipated.	No new or materially different likely significant effects than those reported at PEIR.	No new or materially different likely significant effects than those reported at PEIR.	No new or materially different likely significant effects than those reported at PEIR.	New and materially different likely significant effects than those reported at PEIR, prior to additional mitigation. With mitigation (Section 3.8.2), no new or materially different significant effects than those reported at PEIR are anticipated.
Traffic and transport	No new or materially different likely significant effects than those reported at PEIR.					
Human health						
Landscape and visual impact						
Socio-economics						
Tourism and recreation						
Climate change						
Cumulative effects						
Transboundary effects						
Inter-relationships						

1 Introduction

1.1 Project overview

3. North Falls Offshore Wind Farm Limited (hereafter referred to as 'NFOW') ('the Applicant') is developing the North Falls Offshore Wind Farm Project ('North Falls' or 'the Project') which is an extension to the existing Greater Gabbard Offshore Wind Farm (GGOW), in the outer Thames Estuary. The Project would make an important contribution to UK policies and targets through the generation of clean, low carbon, renewable electricity.
4. North Falls comprises of both onshore and offshore infrastructure associated with the proposed offshore wind farm including:
 - Wind turbine generators (WTG) and their associated foundations;
 - Up to two offshore platforms and their associated foundations to facilitate the export of electricity via the Project's offshore export cables;
 - Subsea cables:
 - Array cables between the WTGs and OSP(s)
 - Interconnector cable between the northern and southern array areas; and
 - Export cables between the OSP(s) and landfall; and
 - Scour protection around foundations and subsea cables where required.
 - The key onshore components considered comprise:
 - Landfall;
 - Onshore export cables and associated link boxes;
 - Onshore substation; and
 - Connection to the National Grid
5. A full description of the Project is provided in Chapter 5 Project Description (Volume I) of the PEIR (NFOW, 2023). The original PEIR onshore project area used to inform the PEIR Addendum is shown in Figure 1.2 (Volume II) of the PEIR.
6. This Preliminary Environmental Information Report Addendum (herein 'PEIR Addendum') has been drafted in order to provide supplementary information to the Preliminary Environmental Information Report (PEIR) published in May 2023 (NFOW, 2023) in relation to a series of proposed localised changes to the project design (herein 'the proposed localised changes'), as described within the PEIR.

7. The PEIR Addendum should be read in conjunction with the original PEIR published in May 2023¹.

1.2 Background to the PEIR Addendum

1.2.1 First statutory consultation exercise (May 2023): PEIR

8. In May 2023, NFOW published the PEIR in line with the requirements of Regulation 12 of the Infrastructure Planning (Environmental Impact Assessment (EIA)) Regulations 2017 (hereafter referred to as the 'EIA Regulations 2017'). The EIA Regulations 2017 requires the Applicant to consult on 'preliminary environmental information' (where the proposed development is 'EIA development'), which is information that is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development). The PEIR (NFOW, 2023), therefore set out the preliminary environmental information and assessment findings of the EIA based on the available information at the time of publication.

1.2.2 Targeted consultation exercise (March 2024): PEIR Addendum

9. Following ongoing design refinement since the publication 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 consulted on within the PEIR. In order to ensure these proposed localised changes have been subject to adequate consultation, a targeted consultation exercise is being undertaken between 14 March 2024 to 22 April 2024. This targeted consultation will include the publication of supplementary environmental information associated with the proposed localised changes in order to ensure that relevant parties have had sight of preliminary environmental information in relation to the Project. This PEIR Addendum has been drafted to provide this supplementary environmental information.
10. Plate 1.1 below illustrates where in the EIA process the PEIR Addendum sits. The additional land proposed to be included within the proposed DCO order limits has been identified as a result of feedback received during statutory consultation in 2023 as well as further technical, engineering and environment work following publication of the PEIR in May 2023 (NFOW, 2023). Ongoing coordination and collaboration between North Falls and Five Estuaries has been increasing as designs have progressed. Both parties signed a Good Neighbour Agreement (GNA) in Summer 2023, which has enabled closer liaison, information sharing and joint planning.

¹ Preliminary Environmental Information Report available at: <https://www.northfallsoffshore.com/peir/>

EIA process for North Falls

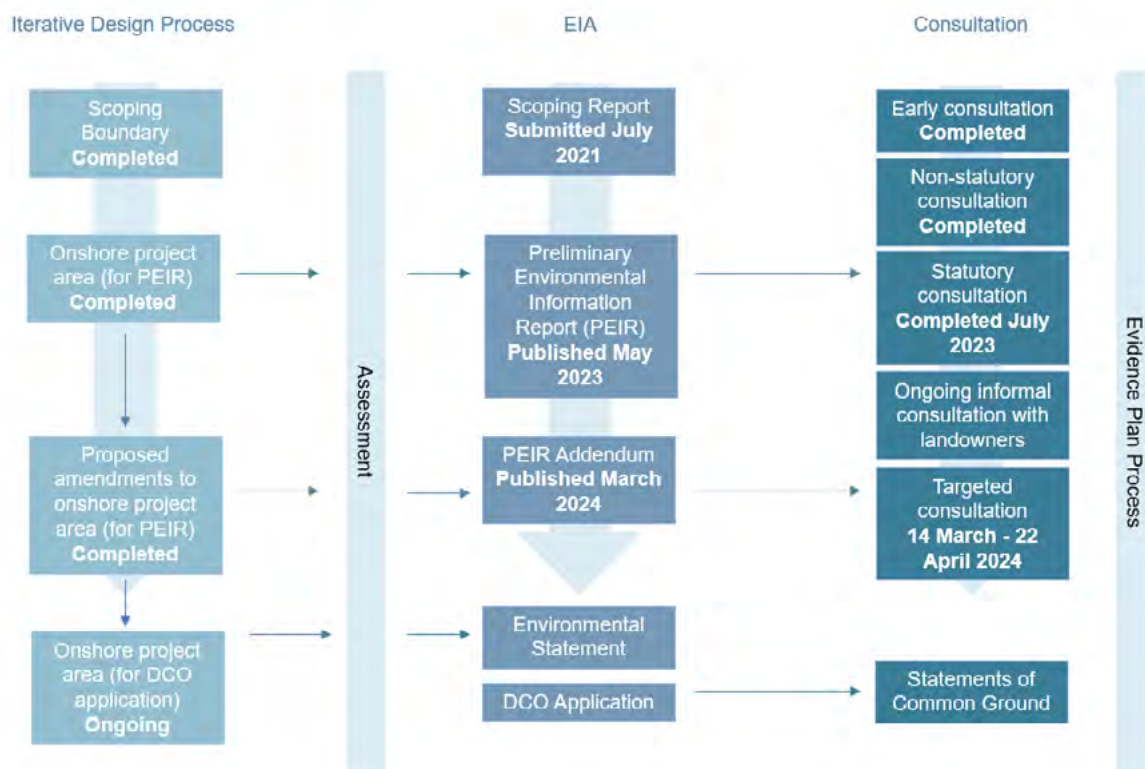


Plate 1.1 EIA Process for North Falls

1.3 PEIR Addendum Approach

1.3.1 Supplementary environmental review

11. The PEIR Addendum is focused solely on the proposed localised changes to the Project's onshore infrastructure and draws on the information provided in the PEIR (NFOW, 2023) to form preliminary conclusions regarding the likely significant environmental effects predicted to arise as a result of the development of the proposed localised changes. For in-depth information on the assessments reported in the PEIR and for details of the associated preliminary likely significant effects associated with the onshore project area consulted on at PEIR, the PEIR documents are accessible on the North Falls website².
12. This PEIR Addendum provides information on whether the environmental receptors, the magnitude of impact, and/or resulting assessment outcomes presented in the PEIR (NFOW, 2023) has changed as a result of the proposed localised changes to the PEIR onshore project area. It also considers whether these amendments are likely to give rise to new or materially different residual

² Available at: <https://www.northfallsoffshore.com/peir/> [Accessed 21 February 2024].

likely significant effects. This assessment is referred to herein as the 'supplementary environmental review').

13. A summary of residual effects for each onshore technical chapter is provided in Chapters 19 to 33 (Volume I) the original PEIR (NFOW 2023). The assessment outcomes of the offshore environmental aspects presented in Chapters 8 to 18 (Volume I) of the PEIR, or associated design updates are not covered in this PEIR Addendum as the targeted consultation is relevant to the onshore boundary of North Falls only.
14. The environmental review presented in this PEIR Addendum has been undertaken in accordance with the assessment methodology set out in Chapter 6 EIA Methodology (Volume I) of the PEIR (NFOW, 2023). Further detailed assessment criteria applicable to specific environmental aspects are detailed within technical chapters, Chapters 19 to 33, of the PEIR (NFOW, 2023).
15. As with the PEIR, the PEIR Addendum assesses the realistic worst case scenario when drawing preliminary conclusions regarding the likely significant effects of the development of the proposed localised changes. It treats the proposed localised changes as a potential addition to the PEIR onshore project area without taking account of any future refinement of the onshore project area and Development Consent Order (DCO) Order Limits as they will be presented within the Project's DCO application.
16. The PEIR Addendum utilises the baseline information previously presented within the PEIR, supplemented by additional new baseline data collected where required, as detailed in Section 1.4, from the following sources:
 - desk-based review of publicly available information, mapping and documents (Appendix 1);
 - additional Extended Phase 1 Habitat Survey data for the proposed localised changes (Appendix 2);
 - additional archaeology field data collected since PEIR publication, including:
 - Geophysical Surveys (Appendix 3);
 - Archaeological Evaluation (Appendix 4);
 - Geoarchaeological Desk-based Assessment (Appendix 5);
 - updated noise and vibration modelling (Appendix 6).
17. The evidence base has, and will continue to be, regularly discussed with relevant stakeholders to ensure that it is appropriate. This evidence base used to inform the PEIR Addendum is considered to be sufficient to inform robust and reliable environmental review of the outcomes and conclusions presented in this PEIR Addendum. Additional environmental surveys are ongoing, and results will be presented in the Environmental Statement (ES) as appropriate and in line with the proposed DCO Order Limits, once confirmed following targeted consultation and in advance of DCO application submission.
18. The proposed localised changes are focused on the onshore project area and therefore, the environmental review has been carried out for the following onshore and project-wide environmental topics:

- Ground conditions and contamination;
 - Air quality;
 - Water resources and flood risk;
 - Land use and agriculture;
 - Onshore ecology;
 - Onshore ornithology;
 - Onshore archaeology and cultural heritage;
 - Noise and vibration;
 - Traffic and transport;
 - Human health;
 - Landscape and visual impact;
 - Socio-economics;
 - Tourism and recreation; and
 - Climate change.
19. A summary of the effect of the proposed localised changes on the conclusions regarding cumulative, transboundary effects and inter-relationships are also considered below.
20. Descriptions of the proposed localised changes being considered as part of this environmental review are provided in Section 2.
21. The outcome of the first Statutory Consultation exercise including this second consultation will help to inform the proposed DCO Order Limits. Ongoing design refinement will lead to changes and updates to the onshore project area assessed at PEIR and in this PEIR Addendum. An environmental impact assessment of the Project will then be presented in the ES, which will also include a cumulative effects, transboundary effects and inter-relationships assessment.

1.3.2 Embedded mitigation measures

22. EIA is an iterative process, and opportunities for mitigation build into the Project's design, referred to as 'embedded mitigation measures', has been considered throughout the design development of North Falls. They have also been considered in the assessment undertaken for the original PEIR (NFOW, 2023), and the supplementary environmental review undertaken for this PEIR Addendum. Where possible, these embedded mitigation measures have been developed with input from key stakeholders, together with appropriate technical standards, policies and guidance.

1.4 Additional baseline collected since publication of the PEIR

1.4.1 Additional ecological surveys

23. Additional Extended Phase 1 Habitat Surveys (EP1HS) have been completed during Summer 2023 to cover the unsurveyed areas for the additional land proposed for the improvements and widening of Bentley Road to facilitate the Project's construction, as well as potential use of Bentley Road for maintenance during the Project's operational lifespan.
24. The updated baseline for onshore ecology is provided in an Addendum to the EP1HS Report (Appendix 23.1 of Chapter 23 Onshore Ecology (Volume I) of the PEIR (NFOR, 2023)) and appended to this report as Appendix 2.

1.4.2 Historic environment surveys

25. Additional historic environment surveys have been undertaken since PEIR within the onshore substation zone. Therefore, an updated version of the archaeological geophysical survey report (Appendix 25.8 (Volume III) of Chapter 25 Onshore Archaeology and Cultural Heritage (Volume I) of the PEIR is provided in Appendix 3 of this report. Archaeological trial trenching has also been carried out at the onshore substation zone (Appendix 4), and an updated version of the geoarchaeological desk-based assessment presented at PEIR is also provided in Appendix 5 of this PEIR Addendum.

1.5 Report structure

26. The PEIR Addendum is structured as follows:
 - Section 1: Introduction;
 - Section 2: The proposed localised changes;
 - Section 3: Review of likely significant effects reported in the PEIR in light of the proposed localised changes;
 - Section 4: Summary;
 - Section 5: References;
 - Appendices:
 - Appendix 1 Figures;
 - Appendix 2 Extended Phase 1 Habitat Survey Report Addendum;
 - Appendix 3 Geophysical Survey Report;
 - Appendix 4 Archaeological Evaluation Reports;
 - Appendix 5 Geoarchaeological Desk Based Assessment; and
 - Appendix 6 Bentley Road Improvements Construction Noise and Vibration Modelling.

2 The proposed localised changes

27. The proposed localised changes described below can be viewed on Figure 1, Appendix 1 of this PEIR Addendum.

2.1 Temporary construction compounds

28. Temporary construction compounds (TCC) are required to support the onshore cable installation. There will be a requirement to have TCCs in strategic locations along the onshore cable corridor(s). At PEIR, it was assessed that a maximum of seven compounds would be required (100x100m footprint per TCC), including one main construction compound. Construction compounds would also be required at landfall and at the onshore substation.

29. The TCCs will provide the Project with facilities to service the installation of approximately 24km of onshore cable, build the Project's onshore substation and store construction materials and plant.

30. The proposed locations of TCCs have been updated to include:

- East of B1032/Clacton Road;
- West of B1032/Clacton Road;
- South of B1033/Thorpe Road;
- North of B1035/Tendring Road, south of Swan Road;
- North of B1035/Thorpe Road, west of Swan Road;
- South of A120 off B1035/Thorpe Road;
- North of A120, east of B1035/Clacton Road;
- North of A120, west of B1035/Clacton Road;
- East of Bentley Road;
- West of Bentley Road, north of onshore cable corridor(s); and
- West of Bentley Road, south of onshore cable corridor(s).

31. Plus, an additional Landfall TCC off Short Lane.

32. Chapter 5 Project Description (Volume I) of the PEIR provides further detail on the construction of TCCs, construction accesses to the compounds and reinstatement.

33. The inclusion of TCCs within the onshore project area was assessed as part of the PEIR, and the refinement of the indicative locations of these TCCs has not materially affected the nature of the TCCs as described within the PEIR. As such, TCCs are not considered further within the supplementary environmental review in Section 3.

34. The ES will include an updated assessment on the environmental effects arising from the TCCs.

2.2 Visibility splays

35. Visibility splays outside of the onshore project area are proposed where the Project requires a wider area of hedgerow adjustment to meet the visibility requirements of road safety audits. The visibility splays shown on Figure 1, Appendix 1 are needed to provide drivers with forward visibility of oncoming traffic and therefore safely access and egress the onshore cable corridor(s), thereby reducing the potential for adverse highway safety effects and to allow safe movement of traffic between the public highways and the onshore cable corridor(s).
36. At the time of drafting the PEIR (May 2023), road safety audits for the Project's proposed construction accesses had not been undertaken, therefore the required visibility splays to ensure safe egress from the cable corridor(s) construction access points had not been identified.
37. 11 visibility splays have now been added, some of which sit within the onshore project area and some that sit without the onshore project area. Works in these areas are restricted to vegetation strimming / removal down to ground level for the duration of construction.
38. The following 11 visibility splays have been considered as part of the PEIR Addendum (as shown on Figure 1, Appendix 1):
 - Little Clacton Road;
 - Thorpe Road;
 - Sneating Hall Lane;
 - Damant's Farm Lane;
 - B1414 / Landermere Road;
 - Golden Lane;
 - Stones Green Road;
 - A120 / B1035 roundabout;
 - Bentley Road;
 - Payne's Lane; and
 - Ardleigh Road.

2.3 Bentley Road improvement works

39. To ensure that the construction haul road west of Bentley Road can be used for both Heavy Goods Vehicles (HGV) and Abnormal Indivisible Load (AIL) access to the onshore substation during construction, North Falls are proposing to undertake improvement works to Bentley Road to ensure that the carriageway is suitable for the safe passing of two-way HGV movements of the volume required to facilitate construction of North Falls, and to minimise the effects on any non-motorised road users. These upgrade works may also be utilised by Five

Estuaries (and potentially National Grid Electricity Transmission (NGET), for the construction of the East Anglia Connection Node (see Plate 2.2 and Plate 2.1).



Plate 2.2 Indicative HGV to be used on Bentley Road following improvement works (Source: Siemens, 2018)



Plate 2.1 Indicative HGV to be used on Bentley Road following improvement works (Source: RWE, 2024)

40. The improvement works entail the following:
- Improvements to the turn-off from the A120;
 - Widening of the carriageway to 6.5m along the length of Bentley Road from the A120 to the new construction access to the west off Bentley Road;
 - Creation of a new temporary, segregated non-motorised user route along the length of Bentley Road from the A120 to the new construction access to the west off Bentley Road (if required).
41. These works are proposed to be serviced using the TCCs.
42. These works, with the exception of the footway and cycleway, are proposed to be secured and handed over to Essex County Council (ECC) for adoption following the completion of construction, as a legacy of benefits of the works, subject to ECC agreement and therefore available for public use. Bentley Road may also be used for maintenance during the Project's operational lifespan.
43. The additional area required for the Bentley Road improvement works sit without the onshore project area and were not considered within the PEIR. It is only the footprint of the improvement works outwith the onshore project area assessed at PEIR that is considered as part of the PEIR Addendum.

2.4 National Grid East Anglia Connection Node

44. The Project's 400kV export cable connection will be comprised of underground circuit(s) running from the new North Falls onshore substation to the National Grid connection point located at the new proposed East Anglia Connection Node (EACN) 400kV substation (herein 'EACN') to be constructed on the Tendering Peninsula. Minor changes to the EACN compound boundary have resulted in minor additional areas of land outside of the onshore project area which are considered as part of this PEIR Addendum (as shown on Figure 1, Appendix 1).

2.5 Operation and maintenance accesses

45. Operation and maintenance (O&M) accesses to the onshore cable corridor(s) have been further defined since PEIR.
46. Fourteen locations where access points for operating and maintaining the onshore electrical connection throughout its lifespan have been identified and included within the onshore project area are as follows:
- Fields south of Short Lane;
 - Field south of Little Clacton Road;
 - Field north of Little Clacton Road;
 - Southern part of field north and field south of the railway (Sunshine Coast Line);
 - Field west of Pork Lane;
 - Fields north and south of Pork Lane;

- Field south of eastern reservoir and field south of western reservoir (south of the woodland)
- Field south of Golden Lane;
- Fields around Tendring Brook;
- Fields south Wolves Hall Lane;
- Fields north of Wolves Hall Lane;
- Fields north of Stones Green Road;
- Fields south of the A120; and
- Field east of Bentley Road.

47. The 14 proposed O&M access points that fall outside the onshore project area will utilise existing field access points, rather than accessing along the onshore cable corridor(s) from the public highway, therefore minimising any potential damage to crops in agricultural fields. The use of O&M access points is intended to be limited to infrequent use by light vehicles in the event of emergency repairs and routine maintenance.

2.6 Onshore substation zone adjustments

48. An additional permanent works area is required to facilitate the onshore cable corridor(s) connection to the onshore substation, in order to ensure the required cable bend radii to connect into an onshore substation in the northern part of the onshore substation zone can be achieved. This land is now considered within the onshore substation works area and is available for landscaping as well as cable routing.

2.7 Onshore cable corridor(s) adjustments

49. 10 locations where the Project requires additional land to make localised changes to the onshore project area to accommodate the onshore cable corridor(s) at Little Clacton Road, south of Walton Road, north of Tendring Road, and between Barlon Road and Spratts Lane, as well as access to temporary construction haul roads.

50. These proposed localised changes will also enable access to the proposed temporary haul roads required to construct the Project. Section 2.7.1.1 describes the temporary works relation to the temporary construction haul roads, and Section 2.7.1.2 describes the permanent works relating to the onshore cable route, which will remain in place for the Project's operational lifespan.

2.7.1.1 Temporary works

51. Additional temporary works areas have been proposed to accommodate amendments to the onshore cable corridor(s) required to facilitate safe construction access. These are summarised in Table 2.1.

Table 2.1 Description of minor amendments to the onshore cable corridor(s) for temporary works

Temporary works	Description
North of Great Holland	Crossing of hedgerow kept as far east as practicable to avoid archaeological feature. Haul road needs to go further east to target gaps on the same hedgerow.
South of the railway line (Sunshine Coast Line)	Temporary construction haul road crossing of watercourse required to access the onshore cable corridor(s). Included to cross ditch at existing culvert and at an allowable shallow gradient.
Golden Lane	Temporary construction haul road required to avoid horse paddocks and minimise the impact to the field in order to access the onshore cable corridor(s).
North of Tendring Road	Additional section of temporary construction haul road to connect to the onshore cable corridor(s) while avoiding the horse paddocks near Golden Lane. To better align haul road with the onshore cable newly proposed cable route.
South of the A120 / B1035 roundabout	Access from the public highway into the onshore cable corridor(s) off the B1035, south of Horsley Cross. Included due to access requirements to enter the TCC off the public highway.
Bentley Road	Due to the volume of traffic accessing the onshore substation along the onshore cable corridor(s) haul road, a separate marshalling area to the south of the onshore cable corridor(s) is required to keep traffic using the haul road in a safe manner.

2.7.1.2 Permanent works

52. Additional areas of cabling to accommodate the proposed localised changes to the onshore cable corridor(s) (e.g. to avoid obstacles identified through the PEIR) are summarised in Table 2.2 below. Cables may be buried in these locations.

Table 2.2 Description of minor amendments to the onshore cable corridor(s) for permanent works

Permanent works	Description
Little Clacton Road	Inclusion of a slightly wider area at the western crossing of Little Clacton Road to prevent additional works, including further topsoil strips and temporary construction haul roads. The slightly wider area enables avoidance of archaeological features north of Little Clacton Road.
South of Walton Road	Incorporated to prevent a small amount of land being severed between the O&M access point and the onshore cable corridor(s) in this area. This change offers the potential to move the onshore cable corridor(s) as close to nearby reservoirs as possible, therefore mitigating any potential effect on a nearby proposed housing development.
North of Tendring Road	Moved permanent works further north, closer to the field boundary, based on feedback received to avoid mature trees to the south of the onshore cable corridor(s) as far as possible.
Between Barlon Road and Spratts Lane	Moved further south to avoid potential archaeological feature found in onshore cable corridor(s).

Permanent works	Description
North Falls and Five Estuaries' proposed co-located onshore substation zone	Incorporated to facilitate a more efficient access of the cable corridor(s) into the northern onshore substation due to engineering constraints to allow for co-ordination with Five Estuaries.

3 Review of likely significant effects reported in the PEIR in light of the proposed localised changes

53. Sections 3.1 – 3.14 below set out the conclusion of the supplementary environmental review of the proposed localised changes for each onshore and project-wide environmental topic. Each section provides conclusions as to whether development of the proposed localised changes is likely to lead to materially different environmental effects during construction and operation from those assessed at within the PEIR.
54. As assessed at PEIR, it is anticipated that the decommissioning impacts will be no worse than those assessed for construction.

3.1 Ground conditions and contamination

3.1.1 Visibility splays

55. The visibility splays outlined in Section 2.2 represent small scale and minor changes in isolated areas along the route of the onshore cable corridor(s). A waste exemption is located adjacent to the visibility splay at Little Clacton Road, and licensed discharges to controlled waters are located <250m from the splay at Thorpe Road, Bentley Road and Landermere Road. A heap containing unspecified material is located adjacent to the splay at Stones Green Road. Due to the nature of the works, and small areas that may be impacted, the area impacted is considered to be minimal.

3.1.2 Bentley Road improvement works

56. The proposed localised changes to the Bentley Road improvement works outlined in Section 2.3 are located within an area of agricultural land with a licensed discharge to controlled waters and potentially infilled pits or ponds located within 250m. Due to the nature and scale of the construction works required to complete the Bentley Road improvement works, and its small scale operational footprint, the additional area of potentially disturbed ground is considered to be minimal in the context of the Project.

3.1.3 EACN

57. The amendments to the EACN, as outlined in Section 2.4, has resulted in a reduction of the area and slightly outside the boundary assessed within the PEIR. There are no additional potential sources of contamination or new receptors to consider. Therefore, the EACN amendment represents no change to the assessment presented within the PEIR.

3.1.4 O&M accesses

58. The proposed O&M accesses outlined in Section 2.5 represents small scale and minor changes in isolated areas along the route of the onshore cable corridor(s). The following access routes are located within 250m of potentially contamination sources:

- Church Lane - licensed discharge to controlled waters and an historical tank;
- Little Clacton Road is adjacent to a historical sand and gravel pit which may have been infilled;
- Walton Road, Wolves Hall Lane and Bentley Road - waste exemption sites;
- Wolves Hall Lane - licensed discharge to controlled waters;
- Lodge Lane - a heap containing unspecified materials;
- Park Lane - electricity substation.

59. Due to the nature of the works, and small area that may be impacted, should excavations be required the area impacted is considered to be minimal.

3.1.5 Onshore substation zone adjustments

60. The proposed areas to accommodate additional temporary works areas at the onshore substation, as outlined in Section 2.6 are located within an area of agricultural land with no additional potential sources of contamination identified within 250m. Due to the nature of the works required to develop the temporary works areas, and small area that may be impacted, should excavations be required the area impacted is considered to be minimal.

3.1.6 Onshore cable corridor(s) adjustments

61. The temporary and permanent works areas as outlined in Section 2.7 represents small scale changes in isolated areas along the route of the onshore cable corridor(s). The temporary works located along Clacton Road are within 250m of waste exemptions and an intensive poultry farm.

3.1.7 Conclusion

62. Best practice mitigation measures to minimise impacts to ground conditions and contamination receptors during construction and operation will be implemented, as outlined in Section 19.3.3 of Chapter 19 Ground Conditions and Contamination (Volume I) of the PEIR. As such, there are no new or materially different likely significant effects on ground conditions and contamination receptors than those reported in the PEIR as a result of the development of the proposed localised changes set out in Section 2.

3.2 Air quality

3.2.1 Visibility splays, EACN and O&M accesses

63. The construction, operation and maintenance of the proposed localised changes outlined in Section 2.2, 2.4 and 2.5 will not result in a change in the assessment of likely significant effects presented in Chapter 20 Onshore Air Quality (Volume I) of the PEIR:

- Construction dust and fine particulate matter;
- Non-Road Mobile Machinery (NRMM)³ emissions; and
- Project-generated road vehicle emissions.

3.2.2 Bentley Road improvement works, onshore substation adjustments and onshore cable corridor(s) adjustments

64. The proposed localised changes outlined in Section 2.3, 2.6 and 2.7 have the potential to give rise to additional construction dust and fine particulate matter. It is not considered likely that the proposed localised changes will change the worst-case scenarios for human and ecological receptors which were identified and assessed as set out in Chapter 20 Onshore Air Quality (Volume I) of the PEIR. Therefore, there is no greater risk of construction dust and fine particulate matter as a result of the proposed localised changes. With the implementation of the mitigation measures included in Section 20.6.1.1.5 in Chapter 20 Onshore Air Quality (Volume I) of the PEIR, which will be secured in the final Code of Construction Practice (CoCP), the residual effects of the proposed localised changes are considered to be not significant, in accordance with Institute of Air Quality Management (IAQM) guidance (2016).

65. The proposed localised changes identified for works in Section 2.3, 2.6 and 2.7 may generate additional emissions from the use of NRMM during construction. However, the amendments to the onshore cable corridor(s) are minor (Section 2.7) and therefore the emissions generation potential from NRMM as a result of these works are minimal. Indicative images of the type of NRMM used for the Bentley Road improvement works are provided in the images below.

66. Indicative images of the typical construction plant for the proposed Bentley Road improvement works are provided in Plate 3.1, Plate 3.2 below.

³ NRMM includes excavators (earthworks and hydraulic breakers), dozers, air compressors, dump trucks, generators, hard soil breakers, truck mixers with pump, grinders, asphalt spreader with support lorry, vibratory rollers, grader, mobile crane, MEWP, forklift trucks, pneumatic chipper/drill, tarmac scarifier, dumper, shredder, tow tractor and mini boring rigs (for survey works i.e. ahead of main construction).



Plate 3.1 Indicative haul road construction with a bulldozer in the foreground (right) and a roller in the background (left) (Source: Siemens, 2018)



Plate 3.2 Indicative yellow plant with a bucket (right) and a hydraulic breaker (left) used during construction of Triton Knoll (Source: RWE, 2020)

67. With regards to sensitive receptors which could be impacted by NRMM emissions as a result of the proposed localised changes detailed in Section 2.3 and 2.6, there is one residential receptor and no designated ecological sites located within 200m of the additional temporary works areas at the onshore substation (Section 2.6). There are eight residential receptors located within 25m of the Bentley Road improvement works, and no ecological receptors within 200m.
68. Defra technical guidance (Defra, 2022) states that emissions from NRMM used on construction sites are unlikely to have a significant impact on local air quality where relevant control and management measures are employed (as detailed in Table 20.3 in Chapter 20 Onshore Air Quality (Volume I) of the PEIR).
69. It is not anticipated that NRMM required for the works detailed in Section 2.3 and 2.6 would be in excess of that required on a 'standard' construction site due to the number of items of each type of plant which are anticipated to be active for each activity in the vicinity of receptors. In addition, background pollutant concentrations are less than 50% of the relevant air quality Objectives. Therefore, it is unlikely that NRMM would have a significant impact on local air quality with the relevant control and management measures employed (see Table 20.3 in Chapter 20 Onshore Air Quality (Volume I) of the PEIR). Therefore, the impacts of the works outlined in Section 2.6 and 2.7 do not change the outcome of NRMM emissions assessment included in Chapter 20 Onshore Air Quality (Volume I) of the PEIR.
70. The increase in road vehicle movements as a result of the proposed localised changes is anticipated to be minimal in the context of the total Project-generated traffic assessed in Chapter 20 Onshore Air Quality (Volume I) of the PEIR. Therefore, the significance of effect of project-generated road vehicle emissions on human and ecological receptors remains unchanged from the PEIR.

3.2.3 Conclusion

71. There are no new or materially different likely significant effects than those reported in Chapter 20 Onshore Air Quality (Volume I) of the PEIR as a result of the proposed localised changes set out in Section 2.

3.3 Water resources and flood risk

3.3.1 Visibility splays

72. The proposed visibility splays, outlined in Section 2.2, would involve vegetation strimming/removal works. These are extremely small scale and isolated. There could be some minor disturbance of soils and sediment, but there are no new or materially different likely significant effects than those reported in Chapter 21 Water Resources and Flood Risk (Volume I) of the PEIR.

3.3.2 Bentley Road improvement works

73. The proposed localised changes to the Bentley Road improvement works outlined in Section 2.3, are located in the catchment of Holland Brook. No additional watercourse crossings would be required for the works (including crossings to provide temporary access over watercourses), which means there

will not be any direct disturbance of surface water bodies. Due to the small scale construction work and small operational footprint, the additional area of potentially disturbed ground would be minimal. The works would cross several small areas of surface water flood risk, which could locally alter surface water flows, but catchment scale impacts on flood risk are considered very unlikely. Furthermore, in relation to surface water flood risk, the mitigation measures to be adopted during construction for the wider Project will also be relevant to these amendments. As such, there are no new or materially different likely significant effects than those reported in Chapter 21 Water Resources and Flood Risk (Volume I) of the PEIR for construction and operation due to the proposed localised changes to the Bentley Road improvement works.

3.3.3 EACN

74. The proposed change in the boundary of the EACN in Tenpenny Brook's catchment, outlined in Section 2.4, is very minor. No direct disturbance of surface water bodies will occur. As such, there are no new or materially different likely significant effects on sediment supply, the supply of contaminants and changes to surface and groundwater flows than those reported in Chapter 21 Water Resources and Flood Risk (Volume I) of the PEIR.

3.3.4 O&M accesses

75. The O&M accesses outlined in Section 2.5 intend to utilise existing field access points, rather than accessing along the onshore cable corridor(s) from the public highway. The use of O&M access points is intended to be limited to infrequent use by light vehicles in the event of emergency repairs and routine maintenance during operation. No additional watercourse crossings would be required for the works (including crossings to provide temporary access over watercourses) and the accesses are very minor in scale. As such, there are no new or materially different likely significant effects on the supply of contaminants and changes to surface and groundwater flows during operation than those reported in the PEIR.

3.3.5 Onshore substation zone adjustments

76. The proposed localised changes to the onshore substation zone (extra temporary works areas) in the catchment of Tenpenny Brook, outlined in Section 2.3, are planned to be used during construction of the Project only. The change in area of the catchment affected during construction would be extremely small (approximately 0.05km²) and would not directly disturb any surface water bodies. Additional areas of disturbed ground that could contribute increased sediment supply and the supply of contaminants would be minimal. The temporary works area crosses a fragmented surface water flood risk flow path, which could locally alter surface water flows, but catchment scale impacts on flood risk are considered very unlikely. Furthermore, in relation to surface water flood risk, the mitigation measures to be adopted during construction for the wider Project will also be relevant to these amendments. As such, there are no new or materially different likely significant effects during construction than those reported in the PEIR due to the proposed localised changes to the onshore substation zone.

3.3.6 Onshore cable corridor(s) adjustments

77. Temporary works along the onshore cable corridor(s), outlined in Section 2.7.1.1, are to accommodate amendments to the onshore cable route (e.g. to avoid obstacles identified through PEIR). One temporary watercourse crossing, for the haul road, would be required in the Holland Brook catchment. Any impacts on the Ordinary Watercourse would be temporary and highly localised. The temporary works cross several surface water flood risk flow paths, which could locally alter surface water flows, but catchment scale impacts on flood risk are considered very unlikely. Furthermore, in relation to surface water flood risk, the mitigation measures to be adopted during construction for the wider Project will also be relevant to these amendments. Areas affected by the temporary works are extremely small, therefore there are no new or materially different likely significant effects on sediment supply, the supply of contaminants and changes to surface and groundwater flows than those reported in the PEIR.
78. Permanent works along the onshore cable corridor(s), outlined in Section 2.7.1.2, are additional areas of cabling to accommodate amendments to the onshore cable route, and cables may be buried in these locations. No direct disturbance of surface water bodies will occur. As such, there are no new or materially different likely significant effects on sediment supply, the supply of contaminants and changes to surface and groundwater flows than those reported in the PEIR as a result of the proposed additional areas of cabling.

3.3.7 Conclusion

79. There are no new or materially different likely significant effects than those reported in Chapter 21 Water Resources and Flood Risk (Volume I) of the PEIR as a result of the proposed localised changes set out in Section 2.

3.4 Land use and agriculture

3.4.1 Visibility splays

80. The proposed visibility splays, outlined in Section 2.2, would involve vegetation strimming/removal and are extremely small in scale, and isolated. There could be some minor disturbance of agricultural land and soil resource but there are no new or materially different significant effects than those reported in Chapter 22 Land Use and Agriculture (Volume I) of the PEIR.

3.4.2 Bentley Road improvement works

81. The proposed Bentley Road improvement works outlined in Section 2.3 are located on land classified as Agricultural Land Classification (ALC) Grade 2, which represents a high sensitivity receptor when considering permanent loss of agricultural land. The proposed localised changes will result in a 1.68ha increase in the size of agricultural land take (Grade 2), which is a minimal change in terms of Project's overall land take, and in the context of the available agricultural land. As such, there are no new or materially different likely significant effects than those reported in Chapter 22 Land Use and Agriculture (Volume I) of the PEIR

for construction and operation due to the proposed localised changes to the Bentley Road improvement works.

3.4.3 EACN

82. The proposed change in the boundary of the EACN, as outlined in Section 2.4, is very minor. No direct disturbance of agricultural land or soils will occur and as such, there are no new or materially different likely significant effects on agricultural land, the soil resource, agri-environment schemes and utilities, than those reported in the PEIR.

3.4.4 O&M accesses

83. The 14 proposed O&M access points that fall outside the onshore project area assessed at PEIR intend to utilise existing field access points, rather than accessing along the onshore cable corridor(s) from the public highway, therefore minimising any potential damage to crops in agricultural fields. The use of O&M access points is intended to be limited to infrequent use by light vehicles in the event of emergency repairs and routine maintenance during operation.
84. Due to the infrequency of use of the O&M accesses and the fact no agricultural land is affected, there are no new or materially different likely significant effects than those reported in Chapter 22 Land Use and Agriculture (Volume I) of the PEIR.

3.4.5 Onshore substation zone adjustments

85. The proposed localised changes to the onshore substation zone outlined in Section 2.6 are proposed to be used during construction of the Project only. The proposed localised changes will not result in an overall increase in the size of the TCC required to facilitate the construction of the onshore substation, and no additional land overall is proposed to be taken out of use to facilitate the proposed localised change.
86. The proposed localised change to the onshore substation zone is proposed on land classified as ALC Grade 1, which when taken out of land use permanently, represents a high sensitivity receptor. The existing land proposed for inclusion within the onshore substation zone is ALC Grade 1, therefore the proposed localised change represents no new or materially different likely significant effects than those reported within the PEIR.
87. The proposed localised change to the onshore substation zone does not cross any Countryside Stewardships. The existing land proposed for inclusion within the onshore substation zone is ALC Grade 1, therefore the proposed localised change represents no new or materially different likely significant effects than those reported within the PEIR.

3.4.6 Onshore cable corridor(s) adjustments

88. The proposed localised changes to the onshore cable corridor(s) outlined in Section 2.7 will not change the overall onshore cable corridor(s) length, and it is still proposed that construction of the onshore cable route will require the

installation of up to 196 link boxes, located up to every 500m along the onshore cable corridor(s).

89. The proposed localised changes to the onshore cable corridor(s) are located on land that varies between ALC Grades 1-4, but the majority of the land area is comprised of ALC Grade 3, which represents a high sensitivity receptor when considering permanent loss of agricultural land. The existing land proposed for inclusion within the onshore cable corridor(s) is ALC Grade 1-4, therefore the proposed localised change represents no new or materially different likely significant effects than those reported within the PEIR.
90. Best practice mitigation measures to minimise impacts to agricultural soils and Countryside Stewardship (CS) during construction and operation will be implemented, as outlined in Section 22.6 of Chapter 22 Land Use and Agriculture (Volume I) of the PEIR. Where indirect impacts to an CS cannot be avoided, these will be dealt with through the Rural Payments Agency, including compensation provisions to reimburse a landowner's financial losses where appropriate. Collaboration with the landowners at the onshore substation will be ongoing in relation to access, soil management and cable routing, to minimise impacts to the agricultural land.

3.4.7 Conclusion

91. There are no new or materially different likely significant effects on land use and agriculture receptors than those reported in Chapter 22 Land Use and Agriculture (Volume I) of the PEIR as a result of the proposed localised changes set out in Section 2.

3.5 Onshore ecology

92. During the construction and operation phases of the proposed localised changes detailed in Section 2, no new or materially different likely significant effects will occur on the following impacts assessed in Chapter 23 Onshore Ecology (Volume I) of the PEIR:
- Impacts on statutory and non-statutory designated sites (including Holland Haven Marshes SSSI and LNR);
 - Permanent and temporary loss of saltmarsh, coastal floodplain and grazing marshes, good quality semi-improved grassland, rivers, ponds and reedbeds;
 - Permanent or temporary impacts on badgers, water voles, otters and fish;
 - Impacts from the spread of invasive non-native species;
 - Impacts from maintenance activities during operation;
 - Impacts from onshore substation operational light and noise;
 - Impacts from biodiversity enhancements; and
 - Impacts on migratory Nathusius' pipistrelles *Pipistrellus nathusii*.

3.5.1 Visibility splays

93. The proposed visibility splays described in Section 2.2 may result in additional hedgerow removal in small sections across the onshore project area, as shown in Figure 2, Appendix 1. The total length of hedgerow loss across all visibility splays would be less than 200m. Impacts on commuting/ foraging bats, terrestrial great crested newts and hazel dormice (all species who commonly rely on hedgerows) from these hedgerow losses are unlikely to result in new or materially different likely significant effects, due to their small scale.

3.5.2 Bentley Road improvement works

94. The proposed localised changes to the Bentley Road improvement works outlined in Section 2.3 will result in less than 0.2ha of habitat loss in order to facilitate the widening of Bentley Road for the substation operational access, as shown in Figure 2, Appendix 1. Namely, there will be small losses of:

- Semi-improved neutral grassland (JNCC code B2.2);
- Other tall herb and fern (C3.1);
- Wet (G1) and dry ditches (J2.6);
- Arable land (J1.1) and associated arable field margins;
- Amenity grassland (J1.2); and
- Hedgerows (J2.1.2, J2.2.2, J2.3.1 and J2.3.2).

95. Three trees due to be removed as part of the Bentley Road improvement works were deemed to have moderate suitability for roosting bats, however were not surveyed to confirm their roosting status (Figure 3, Appendix 1). All three trees with moderate roosting bat suitability will be retained, and therefore no direct impacts on roosting bats will occur from the Bentley Road improvement works. Impacts on commuting/ foraging bats may also occur due to the additional loss of hedgerow habitats associated with the Bentley Road improvement works. These additional hedgerow losses will not result in new or materially different likely significant effects than those reported in Chapter 23 Onshore Ecology (Volume I) of the PEIR.

3.5.3 EACN

96. The proposed localised changes to the EACN set out in Section 2.4 will have negligible impacts on ecological receptors, as the area affected remains as predominantly arable land, which has an overall low ecological value. As such, there are no new or materially different likely significant effects than those reported in Chapter 23 Onshore Ecology (Volume I) of the PEIR.

3.5.4 O&M accesses

97. One of the O&M access areas, coming off of Pork Lane, is directly adjacent to a confirmed common pipistrelle *Pipistrellus pipistrellus* roost, and therefore may cause indirect disturbance from operational vehicle noise (Figure 3, Appendix 1). Additional disturbance on this common pipistrelle roost is unlikely to change the

outcome of Chapter 23 Onshore Ecology (Volume I) of the PEIR, as road use already occurs in the area so roosting bats will be accustomed to a baseline level of disturbance.

98. Another O&M access area passes directly through a reptile survey area (TN426 of Figure 3, Appendix 1), where there was confirmed presence of common lizard *Zootoca vivipara* and grass snake *Natrix helvetica*. There is a risk that reptiles may experience habitat loss in the creation on the O&M access in this area, as well as increased risk of mortality from vehicles utilising the O&M access.
99. As such, there are no new or materially different likely significant effects than those reported in Chapter 23 Onshore Ecology (Volume I) of the PEIR due to the proposed localised changes to O&M accesses.

3.5.5 Onshore substation zone adjustments

100. The proposed localised changes to the onshore substation zone outlined in Section 2.6 are to be used during construction of the Project only (Figure 2, Appendix 1). The habitats present in this area, arable land and improved grassland, are not considered to be ecologically sensitive and therefore their temporary loss does not result in any new or materially different likely significant effects than those reported in Chapter 23 Onshore Ecology (Volume I) of the PEIR.

3.5.6 Onshore cable corridor(s) adjustments

101. The proposed cable corridor(s) amendments described in Section 2.7 primarily avoid receptors of high ecological value through their design. However in some areas cable corridor(s) amendments will require additional removal of hedgerows (Figure 2, Appendix 1). This could result in loss of habitat for commuting/ foraging bat species and hazel dormice. These additional hedgerow losses will not occur at levels significant enough to change the outcomes of Chapter 23 Onshore Ecology (Volume I) of the PEIR. Removal of 0.13ha of broadleaved semi-natural woodland is required as part of cable corridor(s) amendments to the north of the A120. However, this woodland removal is part of the temporary works area and will be reinstated post-development.
102. Best practice mitigation measures to minimise impacts on ecological receptors during construction and operation will be implemented, as outlined in Section 23.6 of Chapter 23 Onshore Ecology (Volume I) of the PEIR. Permanent and temporary hedgerow losses, impacts on hazel dormice and impacts on bats remain moderate adverse in the short-term, however will be moderate beneficial in the long-term due to hedgerow enhancements and planting incorporated in project mitigation and compensation measures, as concluded in the PEIR. The number of vehicles using the O&M access areas will be infrequent, and therefore the risk to the reptile population present at TN426 (Figure 3, Appendix 1) will be minimal. Therefore, the impacts on reptiles remain minor adverse, as concluded in the PEIR.

3.5.7 Conclusion

103. As such, there are no new or materially different likely significant effects than those reported in Chapter 22 Land Use and Agriculture (Volume I) of the PEIR as a result of the proposed localised changes set out in Section 2.

3.6 Onshore ornithology

3.6.1 Visibility splays

104. The proposed visibility splays described in Section 2.2 may result in additional vegetation removal in small sections across the onshore project area, as shown in Figure 1, Appendix 1. The locations of these visibility splays, alongside existing roads and human habitation, and their small spatial extents, suggest that no habitat loss or disturbance effects on breeding or non-breeding Important Ornithological Features (IOFs) scoped in Chapter 24 Onshore Ornithology (Volume I) of the PEIR would likely occur. As such, there are no new or materially different likely significant effects than those reported in the PEIR due to the proposed localised changes for visibility splays.

3.6.2 Bentley Road improvement works

105. The proposed localised changes to the Bentley Road improvement works outlined in Section 2.3 would result in loss of some habitat (see Section 3.5) in order to facilitate the widening of Bentley Road. This is not considered to occur within an area recognised as being of importance for non-breeding IOFs (see Figures 24.10 to 24.14 of the PEIR) and is unlikely to host any territories of breeding IOFs, occurring in proximity to existing road and human habitation. No significant disturbance or habitat loss effects are therefore likely to occur. As such, there are no new or materially different likely significant effects than those reported in Chapter 24 Onshore Ornithology (Volume I) the PEIR due to the proposed localised changes for the Bentley Road improvement works.

3.6.3 EACN

106. The proposed localised changes to the EACN set out in Section 2.4 are minimal compared to those assessed in Chapter 24 Onshore Ornithology (Volume I) of the PEIR. As such, there are no new or materially different likely significant effects on breeding and non-breeding IOFs than those reported in Chapter 24 Onshore Ornithology (Volume I) the PEIR due to the proposed localised changes for the EACN.

3.6.4 O&M accesses

107. O&M access along existing routes, as outlined in Section 2.5, is considered unlikely to have any disturbance impacts on breeding or non-breeding IOFs, and with Chapter 24 Onshore Ornithology (Volume I) of the PEIR already concluding negligible O&M effects for all IOFs across the whole onshore project area, this would be unchanged.

3.6.5 Onshore substation zone adjustments

108. The additional temporary works areas required within the onshore substation zone (Section 2.6) may result in an increase in extent of short-term habitat loss and/or disturbance to IOFs, in particular corn bunting and skylark (see e.g., PEIR Figure 24.14). The limited size of these additional areas (Figure 1, Appendix 1) means however that the significance of effects are unlikely to change for any IOF, compared to those predicted in Chapter 24 Onshore Ornithology (Volume I) of the PEIR.

3.6.6 Onshore cable corridor(s) adjustments

109. Additional temporary and permanent works areas to accommodate amendments to the onshore cable corridor(s) (Section 2.7) are small in extent and mainly in proximity to existing roads and tracks and human habitation. As such any temporary disturbance or temporary/permanent habitat loss impacts would be at worst negligible to all IOFs, and no significant effects are predicted.

110. Embedded best practice mitigation measures to minimise impacts on all bird species would be implemented during construction, which are also applicable to the proposed localised changes. These measures include avoiding vegetation removal during the breeding bird season where possible, undertaking pre-construction surveys, and presence of an Ecological Clerk of Works (ECoW). Additional mitigation measures such as use of screening for particular construction activities in sensitive areas would also take into account the proposed localised changes.

3.6.7 Conclusion

111. As a result, there are no new or materially different likely significant effects predicted for IOFs than those reported in Chapter 24 Onshore Ornithology (Volume I) of the PEIR due to the proposed localised changes.

3.7 Onshore archaeology and cultural heritage

112. All heritage assets discussed below are presented on PEIR Figures 25.1a-i and 25.2a-j (Chapter 25 Onshore Archaeology and Cultural Heritage (Volume I) of the PEIR).

3.7.1 Visibility splays

113. The proposed localised changes to visibility splays will be limited to vegetation strimming and removal for the duration of construction. As such the works would have no impact on below ground archaeological remains, any impacts to setting would be temporary and reversible and therefore represent no change to the assessment presented within the PEIR (Impacts 5 & 6, Section 25.7, Chapter 25).

3.7.2 Bentley Road improvement works

114. There are no designated heritage assets within the footprint of the proposed localised changes to Bentley Road improvement works outlined in Section 2.3. Two Historic Environment Records (HER) fall within the footprint of the proposed localised changes; these include an area of cropmarks of parish and field boundaries (EHER 17318 and 17321). These assets are of low heritage importance and the majority of these features are outside of the footprint of the Bentley Road improvement works. The proposed localised change represents no change to the assessment presented within the PEIR (Impacts 2 & 4, Section 25.7 Chapter 25 of the PEIR).

3.7.3 EACN

115. The proposed localised changes to the EACN set out in Section 2.4 are minimal compared to those assessed in the PEIR and as such, there are no new or materially different likely significant effects than those reported in PEIR.

3.7.4 O&M accesses

116. There are no intrusive works involved in the proposed localised changes for the O&M access. One of the O&M access routes passes through part of the Great Holland Conservation Area. No other access routes pass through any other designated heritage assets. These access tracks will be used during the operation and maintenance phase of the Project with no physical works proposed along these routes. Any impact to the Great Holland Conservation Area would be temporary and negligible with O&M traffic anticipated to be limited to ad hoc use by light vehicles in the event of emergency repairs and routine maintenance. As such there will be no change to the assessment presented within the PEIR (Impacts 1, 3, 5 & 7 Section 25.7, Chapter 25 of the PEIR).

3.7.5 Onshore substation zone adjustments

117. There are no designated heritage assets within the footprint of the proposed localised changes to the onshore substation zone outlined in Section 2.3. Additional non-designated records have been recorded in these areas, comprising a Portable Antiquities Scheme (PAS) findspot of Medieval date (EHER 17486), cropmarks of a double-ditched rectangular enclosure, with entrances, a curvilinear enclosure, trackways, linear features, a Roman road (PRN 2631) and field boundaries (EHER 17110, APS_30). The locations of these cropmarks and assets have been further confirmed by geophysical survey and two phases of archaeological trial trenching, with likely agricultural land division features falling within the proposed localised changes footprint (Appendix 3 & 4). These assets are of low to medium heritage importance, dependant on the extent and state of preservation. With the application of mitigation as outlined in Section 25.7 (Chapter 25 Onshore Archaeology and Cultural Heritage (Volume I) of the PEIR), the proposed localised change to the onshore substation zone represents no change to the assessment presented within the PEIR (Impacts 2 & 4, Section 25.7, Chapter 25 Onshore Archaeology and Cultural Heritage (Volume I) of the PEIR).

3.7.6 Onshore cable corridor(s) adjustments

118. There are no designated heritage assets within the proposed temporary and permanent works areas along the onshore cable corridor(s). The known non-designated heritage assets within these areas have all been identified in the baseline presented in the PEIR, however there is the potential for previously unrecorded remains in these areas. With the application of further investigation and mitigation as outlined in Section 25.7 (Chapter 25 Onshore Archaeology and Cultural Heritage (Volume I) of the PEIR), the proposed temporary and permanent works areas along the onshore cable corridor(s) represents no change to the assessment presented within the PEIR (Impacts 2 & 4, Section 25.7, Chapter 25 Onshore Archaeology and Cultural Heritage (Volume I) of the PEIR).

3.7.7 Conclusion

119. There are no new or materially different likely significant effects than those reported in Chapter 25 Onshore Archaeology and Cultural Heritage (Volume I) of the PEIR as a result of the proposed localised changes set out in Section 2.

3.8 Noise and vibration

120. The construction, operation and decommissioning phases of the proposed localised changes outlined in Section 2 will not result in any additional impacts for the following assessed in Chapter 26 Noise and Vibration (Volume I) of the PEIR:

- Noise of landfall and nearshore works (Impact 1);
- Noise of onshore substation works (Impact 3)
- Construction vibration (Impact 5); and
- Onshore substation noise (Impact 6)

121. The proposed localised changes outlined in Section 2.3 introduce an additional impact which was not assessed at PEIR (noise and vibration from Bentley Road improvement works). The amendments outlined in Sections 2.6 and 2.7 are considered to have the potential to change the impacts identified in PEIR from onshore cable construction noise (Impact 2) and noise from offsite construction traffic (Impact 4); hence, updated assessments are provided in Sections 3.8.2 and 3.8.3.

3.8.1 Bentley Road improvement works

122. The proposed Bentley Road improvement works will result in construction noise and vibration impacts which were not assessed at PEIR. The construction activities consist of:

- improvements to the junction between Bentley Road and the A120, which will last around four weeks;

- widening of Bentley Road (which includes addition of the non-motorised user route), anticipated to start once the junction improvements are complete and progress at a rate of around 12m per day; and
- use of a hard soil breaker throughout the works which, if required, would be located in the closest TCC.

3.8.1.1 Updated noise and vibration sensitive receptors

123. The noise and vibration sensitive receptors (NVSRs) with the potential to be impacted by the Bentley Road improvement works have been identified, including seven labelled Construction Traffic Receptors (CTR), which have not changed since Chapter 26 Noise and Vibration (Volume I) of the PEIR, and three new additional NVSRs, labelled BRR. These are presented in Table 3.1 and shown in Figure 4, Appendix 1.

Table 3.1 Onshore NVSRs included in the assessment

NVSR identifier	Coordinates		Classification	Sensitivity
	X	Y		
Construction Traffic				
CTR1	611274	226570	Residential	Medium
CTR2	611220	226577	Residential	Medium
CTR3	611136	226669	Residential	Medium
CTR4	610919	226875	Residential	Medium
CTR5	610883	226905	Residential	Medium
CTR6	610697	227055	Residential	Medium
CTR7	610645	227079	Residential	Medium
Bentley Road improvement works				
BRR1	610401	227159	Residential	Medium
BRR2	611304	226522	Residential	Medium
BRR3	611242	226344	Residential	Medium

3.8.1.2 Construction noise

124. Assumptions regarding construction plant for each activity are provided in Appendix 6 Bentley Road Improvements Construction Noise and Vibration Modelling.

125. 3-d noise modelling has been undertaken to identify the noise level that will be exceeded during the worst-case 10-days in any 15 during the works at the identified NVSRs (BRR1 to BRR3 and CTR1 to CTR7). Table 3.2 details the modelling results.

Table 3.2 Bentley Road improvement works noise modelling results

NVSR location	Maximum construction noise level predicted to be exceeded for at least 10-days in any 15 (dB $L_{Aeq,T}$)	Magnitude of impact
CTR1	70	Medium
CTR2	72	High
CTR3	76	High
CTR4	73	High
CTR5	75	High
CTR6	75	High
CTR7	69	Medium
BRR1	60	Negligible
BRR2	74	High
BRR3	56	Negligible

126. The cause of the predicted worst-case impacts at CTR1 to CTR7 and BRR1 is the works widening Bentley Road. At BRR2, the cause of the impacts is the A120 junction improvements. At BRR3, the predicted noise impacts are similar from both activities. The noise from the hard soil breaker is not a significant contributor to the overall predicted noise level except at BRR1.
127. The identified NVSRs are all residential properties which are medium sensitivity receptors. None of the additional factors identified in BS 5228-1 are considered relevant to the identified impacts. Hence, without mitigation, the predicted construction noise impacts of medium (CTR1 and CTR7) and high magnitude (CTR2 to 6 and BRR2) result in effects of moderate and major significance respectively, which is considered significant in EIA terms.
128. The contractor responsible for undertaking the works will review the construction information used to inform these calculations against the detailed design. If the construction information has changed significantly, the mitigation requirements will be updated as required to prevent significant adverse effects, any such additional assessment work will be presented in the final CoCP.
129. The current noise level predictions indicate that mitigation is likely to be required to avoid significant effects on the identified NVSRs, typically this would take the form of screening via temporary site hoarding. The calculations of impact magnitude due to noise have not accounted for any screening. Assuming temporary site hoarding is implemented, this can achieve 5 to 10 dB of screening. 5 dB of screening would reduce impacts to no worse than minor adverse at CTR1, CTR2, CTR4 and CTR7. To avoid significant effects at CTR3, CTR5, CTR6 and BRR2, it would be necessary to mitigate construction noise levels by 6 to 8 dB. It is reasonable to assume such mitigation could be implemented if required (e.g. through the screening outlined above), as will be identified in the final CoCP. Hence, residual effects are considered not significant in EIA terms.

3.8.1.3 Construction vibration

130. The vibratory compaction works are predicted to cause high magnitude impacts on human receptors when the compactor is used within 7m of an NVSR (i.e. during the Bentley Road improvement works). These high impacts could therefore occur at CTR1 to CTR7 and BRR2. The duration of these works within 7m of an NVSR is not known but is likely to be extremely short, nevertheless, whilst they are undertaken, vibration levels in the property are unlikely to be tolerable. Hence, without mitigation, these effects are considered to be of moderate adverse significance, therefore significant in EIA terms.
131. Building damage impacts due to vibration are predicted to be of no worse than low magnitude; hence, worst-case effects will be of minor significance, which is considered not significant in EIA terms.
132. Disturbance due to vibration during the Bentley Road improvement works are expected. Additional vibration mitigation measures which could be implemented are the following:
- Choosing alternative, lower impact equipment (e.g. a roller with a single drum, a drum amplitude of less than 0.5mm and/or a wider drum, ideally at least 2m) or methods (e.g. non-vibratory ground compaction) wherever possible;
 - Scheduling the use of vibration-causing equipment at the least sensitive time of day;
 - Routing, operating or locating high vibration sources as far away from sensitive areas as possible;
 - Sequencing operations so that vibration-causing activities do not occur simultaneously; and
 - Keeping equipment well maintained.
133. If it is not possible to apply any of the above mitigation, then a good working relationship with the occupants of the dwellings should be able to manage any disturbance, e.g. by providing prior notification of the works, evidence that building damage will not occur and/or undertaking the works at the closest approach to the property when the occupants are not present, where feasible.
134. The final CoCP will identify the final package of mitigation measures to be implemented as required.
135. Following the implementation of Best Practicable Means (BPM) and any additional mitigation measures identified in the final CoCP, the construction vibration effects are expected to be no greater than minor adverse significance, which is considered not significant in EIA terms.

3.8.2 Onshore cable corridor(s) adjustments (Impact 2)

136. Changes to the Project footprint have the potential to reduce the distance between onshore cable corridor(s) works and NVSRs. The number of medium sensitivity NVSRs potentially exposed to impacts of medium or high magnitude from onshore cable corridor(s) construction works was identified in Table 26.24

(without mitigation) and Table 26.26 (with mitigation) of Chapter 26 Noise and Vibration (Volume I) of the PEIR.

137. The changes to the pre-mitigation impacts identified in the PEIR are as follows:
- No NVSRs will change from low to medium impact during the daytime;
 - 1 NVSRs will change from medium to high impact during the daytime during both site preparation and during trenching activities;
 - 3 NVSRs will change from low to medium impact during the evening and weekends; and
 - 1 NVSRs will change from low to high impact during the evening and weekends.
138. The PEIR stated that construction noise mitigation measures would be identified in the Control of Noise and Vibration Management Plan (CNVMP), to include the following where applicable and practicable:
- Limiting working hours to avoid the most noise-sensitive times such as weekends;
 - Selection of quieter plant, equipment or working methods;
 - Use of additional silencers and/or enclosures around noisy equipment;
 - Reduced numbers of plant during sensitive periods;
 - Reduced on-time of plant during sensitive periods;
 - Increased separation distance between works and NVSRs;
 - Interspersion of noisy works between quieter works to provide periods of respite;
 - Phasing of the works to ensure that the noisiest operations are performed during the least sensitive times and vice-versa;
 - Review of the construction programme to minimise the duration of the works at the closest approach to properties where possible to give periods of respite; and
 - Temporary screening, where required.
139. With the mitigation incorporated into the PEIR, no new or materially different likely significant effects than those reported in the PEIR are anticipated.

3.8.3 Noise from offsite construction traffic (Impact 4)

140. The A120/Bentley Road junction improvement and widening of Bentley Road are expected to require additional construction traffic to that which was assessed at PEIR. However, as outlined in Section 3.9, these works will not overlap with other construction works. Traffic associated with other construction works will not be able to pass while these works are undertaken, and construction traffic flows associated with the improvement works will be lower than those required for other construction works. Therefore, the proposed localised changes are not

anticipated to result in offsite construction traffic noise impacts that are any worse than those identified in the PEIR.

3.8.4 Conclusion

141. The updated assessments have shown that the noise and vibration effects of the Project reported within the PEIR are not altered by the inclusion of the proposed localised changes. The only exception to this is the Bentley Road improvement works, which introduce additional requirements for mitigation. With the proposed mitigation in place, residual effects from these works are not significant.

3.9 Traffic and transport

3.9.1 Visibility splays

142. Section 2.2 outlines that amendments to the onshore project area are required to provide room to create visibility splays at temporary accesses and crossings. These visibility splays are required to provide drivers with forward visibility of oncoming traffic and therefore safely access and egress the works area, thereby reducing the potential for adverse highway safety effects.

3.9.2 Bentley Road improvement works

143. The proposed Bentley Road improvement works outlined in Section 2.3 would involve widening of the existing road which will facilitate the safe passage of two HGVs. These works would reduce the potential for collisions between passing vehicles and reduce the potential for driver delay (from HGVs slowing to pass).
144. The provision of a footway and cycleway alongside Bentley Road would allow pedestrians and cyclists who currently have to walk/cycle along the road/ walk in the verge to be segregated from vehicular traffic. This would provide an enhancement to highway safety for the existing users of Bentley Road and would also mitigate severance and amenity effects.
145. The inclusion of the Bentley Road improvement works would result in the requirement for additional construction traffic movements, however these would be scheduled to occur prior to the commencement of construction of the Project and therefore there would be no overlap with the main construction works traffic. These movements would also be significantly less than those originally reported within the PEIR (NFOW, 2023) along Bentley Road for the Project's construction phase.
146. The construction of the Bentley Road improvement works would require the installation of temporary traffic management measures (to be discussed with Essex County Council) to manage the potential for conflict between vehicles with pedestrians and cyclists.
147. On balance, the provision of the Bentley Road improvement works would facilitate a reduction in the overall magnitude of effect upon all traffic and transport impacts compared to those reported at PEIR. As such, there are no new or materially different likely significant effects than those reported in Chapter 27 Noise and Vibration (Volume I) of the PEIR for construction and operation due to the proposed localised changes to the Bentley Road improvement works.

3.9.3 EACN

148. The proposed localised changes to the EACN zone outlined in Section 2.4 represent minor changes to the boundary and will therefore not result in a material change in the numbers of vehicle movements (and therefore significance of effects) presented within the PEIR.

3.9.4 O&M accesses

149. Section 2.5 outlines locations for O&M access will be defined in the onshore project area. The use of O&M access points is intended to be limited to infrequent use by light vehicles in the event of emergency repairs and routine maintenance during operation. Recognising the type and volume of traffic that would be generated by the O&M phase, the PEIR concluded that there would be no significant traffic and transport operational effects. As such, the inclusion of defined access points for operating and maintaining the Project in the onshore project area would not result in new or materially different likely significant effects than those reported in Chapter 27 Traffic and Transport (Volume I) of the PEIR.

3.9.5 Onshore substation zone and onshore cable corridor(s) adjustments

150. The proposed localised changes to the onshore substation zone and onshore cable corridor(s) (outlined in Section 2.6 and 2.7) would not result in a material change in the numbers of traffic movements presented within the PEIR (and therefore significance of effects).

3.9.6 Conclusion

151. In conclusion, there are no new or materially different likely significant effects upon traffic and transport receptors than those reported within Chapter 27 Traffic and Transport (Volume I) of the PEIR by the inclusion of the proposed localised changes.

3.10 Human health

152. The proposed localised changes as set out in Section 2 do not change the baseline, environmental receptors or the overall assessment outcomes and conclusions presented in Chapter 28 Human Health (Volume I) of the PEIR.

153. The technical topics which underpin the human health assessment are as follows:

- Ground conditions and contamination;
- Air quality;
- Noise and vibration;
- Traffic and transport; and
- Tourism and recreation.

3.10.1 Conclusion

154. As the assessments for the topics listed above have not materially changed, following application of additional mitigation for noise and vibration, therefore there are no new or materially different likely significant effects than those reported in Chapter 28 Human Health (Volume I) of the PEIR due to the proposed localised changes.

3.11 Landscape and visual impact

3.11.1 Visibility splays

155. The proposed localised changes to visibility splays outlined in Section 2.2 will result in the removal of roadside vegetation to ensure safe access. Many of the small areas identified for visibility splays contain no vegetation, and so no changes will occur. A small number of visibility splays contain sections of hedgerow that will be removed. The Project is committed to the replacement of all hedgerows following completion of the construction works, as set out in the PEIR. As such, 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 visibility splays.

3.11.2 Bentley Road improvement works

156. The proposed localised changes Bentley Road improvement works outlined in Section 2.3 will involve changes to the carriageway of the existing road. Roadside trees will be retained and protected as far as possible, though sections of roadside hedgerow and a small number of trees may need to be removed. Roadside hedgerows and trees will be replaced following completion of the construction works, in line with mitigation commitments set out in the PEIR. As such, 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 Bentley Road improvement works.

3.11.3 EACN

157. The proposed localised changes to the EACN zone outlined in Section 2.4 represent minor changes to the boundary only. As such, 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.

3.11.4 O&M accesses

158. The proposed localised changes to O&M accesses outlined in Section 2.5 intend to utilise existing field access points, rather than accessing along the onshore cable corridor(s) from the public highway. The use of O&M access points is intended to be limited to infrequent use by light vehicles in the event of emergency repairs and routine maintenance during operation. Therefore, no changes to landscape elements will occur. As such, 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 O&M accesses.

3.11.5 Onshore substation zone adjustments

159. The proposed localised changes to the onshore substation zone outlined in Section 2.6 will be used during construction of the Project, and in the longer term for landscape planting, access and drainage. No permanent above-ground infrastructure will be sited in these areas. The amendments will enable a more coherent approach to landscape treatment around the onshore substation, resulting in more effective mitigation. Details of the landscape mitigation will be set out in the ES.
160. As such, 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 for construction and operation due to the proposed localised changes to the onshore substation zone.

3.11.6 Onshore cable corridor(s) adjustments

161. The proposed localised changes to the onshore cable corridor(s) outlined in Section 2.7 will be used during construction of the Project only. Following completion of the construction works, these areas will be reinstated and returned to agricultural use, with replacement of any hedgerows that are removed.
162. The proposed localised changes to the permanent works outlined in Section 2.7.1.2 will ensure flexibility for the onshore cable to avoid obstacles. The only permanent works in these areas will be buried cables. The ground over the cables will be reinstated, with replacement of any hedgerows that are removed.

3.11.7 Conclusion

163. In conclusion, there are no new or materially different likely significant effects on landscape and visual receptors than those reported within Chapter 30 Landscape and Visual Impact (Volume I) the PEIR as a result of the inclusion of the proposed localised changes.

3.12 Socio-economics

3.12.1 Visibility splays, EACN, O&M accesses, onshore substation zone and onshore cable corridor(s) adjustments

164. The other proposed localised changes identified for works in Section 2.2, 2.4, 2.5, 2.6, and 2.7 will have a negligible impact on expenditure on the local supply chain and the peak construction workforce. Therefore, the socio-economic assessment of economic benefits and effects associated with increased non-resident construction workforce will remain unchanged from the PEIR assessment (not significant).

3.12.2 Bentley Road improvement works

165. The proposed Bentley Road improvement works outlined in Section 2.3 will generate additional construction activity and demand for construction workers. However, the increase in local supply chain expenditure and subsequent employment (measured by full time equivalent jobs) and economic value (measured by gross value added) benefits will be marginal in the context of the benefits set out in Chapter 31 Socio-economics (Volume I) of the PEIR and therefore the assessment of significance of effect on employment and economic value remains unchanged from the PEIR.
166. The proposed localised change to the Bentley Road improvement works will have no impact on the scale of peak construction workforce quantified in Chapter 31 Socio-economics (Volume I) of the PEIR as the Bentley Road improvement works will take place before the period for which peak construction occurs.
167. The other proposed localised changes identified for works in Section 2.2, 2.4, 2.5, 2.6, and 2.7 will have a negligible impact on expenditure on the local supply chain and the peak construction workforce. Therefore, the socio-economic assessment of economic benefits and effects associated with increased non-resident construction workforce will remain unchanged from the PEIR assessment (not significant).
168. In addition, wider impacts on the tourism economy of Essex and Suffolk will be unaffected by the proposed localised changes (this was assessed in Chapter 31 of the PEIR but will be considered in the tourism and recreation chapter in the ES).
169. No additional social infrastructure receptors have been identified within 500m of the proposed localised changes to those that were identified in the PEIR 'local onshore cable area of influence' study area. The proposed localised changes identified in Section 2 increases the size of the study area used for the socio-economic assessment and decreases the distance of a limited number of socio-economic receptors from the PEIR onshore project area, as set out in the bullets below:
- Churches: All Saints Church is located approximately 200m from the proposed localised change O&M access on Church Lane, this is closer than the church was to the original onshore project area, however this does not change the assessment of effects set out in the PEIR.
 - Greenspaces: Tendring Meadows is located approximately 360m from the proposed localised change to the O&M access off Wolves Hall Lane, this is marginally closer than the meadows were to the original onshore project area. This does not change the assessment of effects set out in the PEIR.
 - Police stations: No police stations located within 500m of the proposed localised changes are located closer to the proposed localised changes than the original onshore project area.
 - Health services: No health services located within 500m of the proposed localised changes are located closer to the proposed localised changes than the original onshore project area.

- Education services: No education services located within 500m of the proposed localised changes are located closer to the proposed localised changes than the original onshore project area.
- Leisure services: No leisure services located within 500m of the proposed localised changes are located closer to the proposed localised changes than the original onshore project area.

170. Based on the construction and O&M activities associated with the proposed localised changes, distances from the social infrastructure receptors and associated effects outlined above the assessment of effect on social community infrastructure remains unchanged from the PEIR assessment (not significant).

3.12.3 Conclusion

171. There are no new or materially different likely significant effects on socio-economic receptors than those reported within Chapter 31 Socio-economics (Volume I) of the PEIR by the inclusion of the proposed localised changes.

3.13 Tourism and recreation

172. During all development phases the proposed localised changes detailed in Section 2 will have no impact on the following impacts assessed in Chapter 32 Tourism and Recreation (Volume I) of the PEIR:

- The visual impacts on marine and coastal tourism and recreational assets due to offshore works;
- Disruptions to marine tourism and recreational activities;
- Marine water quality;
- Reductions in tourist accommodation availability due to a non-resident workforce (as there will be no impact on peak construction workforce, as set out in Section 3.12).

173. At a more localised level the proposed localised changes could impact tourism and recreation receptors directly interacting or within close proximity to the onshore project. Therefore, impacts at this scale are considered in more detail below.

3.13.1 Bentley Road improvement works

174. The Bentley Road improvement works do not interact directly with any tourism and recreation receptors. However the works may include additional provisions for cycle infrastructure that may temporarily improve the infrastructure for cyclists during construction, this potentially positive effect will be considered in more detail in the Tourism and Recreation chapter of the ES.

175. There are several accommodation receptors that are located within proximity of the proposed localised changes:

- Great Mill, The Granary, situated at the end of Mill Lane – There will be an O&M access at the junction of Mill Lane and Little Clacton. There is also a

small additional area of permanent works around 50m to the North of the cottage building. Assessment remains unchanged.

- Olds Manse Cottage – The proposed localised change to the O&M access is located just over 500m from the Olds Manse Cottage and will therefore result in no additional impacts.
- Periwinkle Cottage is located 50m from the proposed localised change to the O&M access from Colchester Road. Disruption will be limited to vehicles using the operations & maintenance access and as such the effect on Periwinkle Cottage will remain not significant.
- The Rock Hotel is not located close to any of the proposed localised changes and therefore the assessment remains unchanged (not significant).

176. As noted in Chapter 32 Tourism and Recreation (Volume I) of the PEIR, a more detailed assessment on the interactions above will be undertaken in the ES. However, it is anticipated that use of embedded mitigation measures will reduce any potentially significant effects to non-significant levels.

177. The additional interactions of Public Rights of Way (PRoW) which will be considered in the EIA are set out below:

- PRoW Frinton and Walton 6: Adjacent to visibility splay at junction of Mill Lane and Little Clacton Road.
- PRoW Frinton and Walton 11: Proposed localised change is to increase the land used for permanent works, PRoW Frinton and Walton interacts with this small area of land as well as the crossing original PEIR onshore cable corridor(s).
- PRoW Thorpe le Soken 4: Crosses temporary works area located next to Tendring travel coach hire, located off Golden Lane. In addition, the visibility splay located on Golden Lane is located approximately 60m from PRoW Thorpe le Soken 4.
- PRoW Little Bromley 17: proposed localised change is to use PRoW Little Bromley 17 as permanent works area.
- PRoW Wix 32: proposed localised change for an area of temporary works is located adjacent to PRoW Wix 32.
- The following PRoWs (or parts of them) will be used for proposed localised changes for operations & maintenance access:
 - PRoW Frinton and Walton 5.
 - PRoW Frinton and Walton 3 (Short Lane).
 - PRoW Frinton and Walton 10.
 - PRoW Tendring 8 (two separate parts of the PRoW).
 - PRoW Wix 32.
 - PRoW Wix 14.

178. Based on the construction and O&M activities associated with the proposed localised changes, and interactions with tourism and recreation receptors

outlined above the assessment of effect on tourism and recreation receptors located onshore and interacting with the proposed localised changes remains unchanged from the PEIR assessment (not significant).

3.13.2 Conclusion

179. As such, there are no new or materially different likely significant effects on tourism and recreation receptors than those reported in Chapter 32 Tourism and Recreation (Volume I) of the PEIR are not altered by the inclusion of the proposed localised changes.
180. As noted in Chapter 32 Tourism and Recreation (Volume I) of the PEIR, a more detailed assessment on the interactions above will be undertaken in the ES. However, it is anticipated that use of embedded mitigation measures will reduce any likely significant effects to non-significant levels.

3.14 Climate Change

3.14.1 Bentley Road improvement works

181. The proposed Bentley Road improvement works outlined in Section 2.3 will generate additional construction activity, resulting in the release of greenhouse gas (GHG) emissions from road vehicles, use of onsite plant and equipment, and consumption of construction materials. However, the increase in GHG emissions as a result of these construction activities is anticipated to be minimal in the context of the total GHG emissions for the Project, as set out in Chapter 33 Climate Change (Volume I) of the PEIR, where the majority of emissions were associated with offshore elements of the Project. Therefore, no new or materially different likely significant effects of the GHG assessment than those reported within the PEIR are anticipated.

3.14.2 Visibility splays, EACN, O&M accesses, onshore substation zone and onshore cable corridor(s) adjustments

182. The other proposed localised changes identified for works in Section 2.2, 2.4, 2.5, 2.6 and 2.7 may also generate additional construction activities, and emissions from the same sources as listed above. However, the increase in GHG emissions as a result of these works is anticipated to be minimal in the context of the total GHG emissions for the Project, as set out in Chapter 33 Climate Change (Volume I) of the PEIR, and therefore the significance of effect for the GHG assessment remains unchanged from the PEIR.

3.14.3 Conclusion

183. As such, there are no new or materially different likely significant effects on the receptor for the GHG assessment (the global atmosphere) than those reported within the PEIR by the inclusion of the proposed localised changes. No new or materially different residual significant effects have been identified as a result of these proposed localised changes.
184. As stated in Chapter 33 Climate Change (Volume I) of the PEIR, the impacts of climate change to the Project will be considered in a climate change resilience

assessment at the ES stage and this assessment will take into consideration any relevant proposed localised changes.

3.15 Cumulative effects

185. After mitigation, as described above, the proposed localised changes, as described in Section 2, represent no change to the cumulative effects assessment presented within the PEIR.

3.16 Transboundary effects

186. The proposed localised changes, as described in Section 2 represent no change to the transboundary effects assessment presented within the PEIR.

3.17 Inter-relationships

187. The proposed localised changes, as described in Section 2, represent no change to the inter-relationships assessment presented within the PEIR.

4 Summary

188. This section and Table 4.1 summarise the conclusions of the supplementary environmental review of the proposed localised changes to the onshore project area presented within the PEIR Addendum.

Table 4.1 Summary of conclusions of supplementary environmental review of the proposed localised changes to the onshore project area

Onshore Topic	Visibility splays	Bentley Road improvement works	EACN	O&M accesses	Onshore substation zone adjustments	Onshore cable corridor(s) adjustments
Ground conditions and contamination	No new or materially different likely significant effects than those reported at PEIR.					
Air quality	No new or materially different likely significant effects than those reported at PEIR.					
Water resources and flood risk	No new or materially different likely significant effects than those reported at PEIR.					
Land use and agriculture	No new or materially different likely significant effects than those reported at PEIR.					
Onshore ecology	No new or materially different likely significant effects than those reported at PEIR.					
Onshore ornithology	No new or materially different likely significant effects than those reported at PEIR.					
Onshore archaeology and cultural heritage	No new or materially different likely significant effects than those reported at PEIR.					
Noise and vibration	No new or materially different likely significant effects than those reported at PEIR.	New and materially different likely significant effects than those reported at PEIR, prior to mitigation. With mitigation (Section 3.8.1), no new or materially different significant effects than those	No new or materially different likely significant effects than those reported at PEIR.	No new or materially different likely significant effects than those reported at PEIR.	No new or materially different likely significant effects than those reported at PEIR.	New and materially different likely significant effects than those reported at PEIR, prior to additional mitigation. With mitigation (Section 3.8.2), no new or materially different significant effects than those

Onshore Topic	Visibility splays	Bentley Road improvement works	EACN	O&M accesses	Onshore substation zone adjustments	Onshore cable corridor(s) adjustments
		reported at PEIR are anticipated.				reported at PEIR are anticipated.
Traffic and transport	No new or materially different likely significant effects than those reported at PEIR.					
Human health	No new or materially different likely significant effects than those reported at PEIR.					
Landscape and visual impact	No new or materially different likely significant effects than those reported at PEIR.					
Socio-economics	No new or materially different likely significant effects than those reported at PEIR.					
Tourism and recreation	No new or materially different likely significant effects than those reported at PEIR.					
Climate change	No new or materially different likely significant effects than those reported at PEIR.					
Cumulative effects	No new or materially different likely significant effects than those reported at PEIR.					
Transboundary effects	No new or materially different likely significant effects than those reported at PEIR.					
Inter-relationships	No new or materially different likely significant effects than those reported at PEIR.					

189. Due to the nature of the works required for the 11 visibility splays, and the small areas that may be impacted, the effects on onshore environmental receptors reported within the PEIR are not altered by the inclusion of the proposed localised changes.
190. The Bentley Road improvement works will introduce an additional impact which was not assessed at PEIR for noise and vibration. The proposed localised changes to the onshore substation (Section 2.6) and the minor amendments to the onshore cable corridor(s) (Section 2.7) are considered to have the potential to change the impacts identified at PEIR for onshore cable construction noise (Impact 2) and noise from offsite construction traffic (Impact 4). Updated assessments for Impact 2 and Impact 4 are provided in Section 3.8.2 and Section 3.8.3 respectively. With the proposed mitigation in place, as set out in Section 3.8.2 and 3.8.3, residual effects from these works are not significant.
191. As the proposed localised changes to the EACN represent minor changes to the boundary, therefore there is no material change to the environmental receptors detailed in Section 3 since the PEIR.
192. The proposed O&M accesses do not involve works, only the right to route vehicles down these routes during the operation of the Project. Therefore, the effects on onshore environmental receptors reported within the PEIR are not altered by the inclusion of the proposed O&M accesses.
193. The proposed localised changes to the onshore substation zone outlined in Section 2.6 are proposed to be used during construction of the Project only. The proposed localised changes will not result in an overall increase in the size of the TCC required to facilitate the construction of the onshore substation, and no additional land overall is proposed to be taken out of use to facilitate the proposed localised change. Therefore, the effects on onshore environmental receptors reported within the PEIR are not altered by the inclusion of the proposed additional works areas at the onshore substation zone.
194. Minor amendments to the onshore cable corridor(s) will introduce new environmental receptors, minor losses of agricultural land and hedgerows. However, these additional receptors and losses will not occur at levels significant enough to change the outcomes of environmental assessments set out in Chapters 19 to 33 of the PEIR.
195. The review for each environmental aspect of all the proposed localised changes (comprising visibility splays, Bentley Road improvement works, EACN, O&M accesses, changes to the onshore substation and minor amendments to temporary and permanent works for the onshore cable corridor(s)) in Section 3 identifies no changes in the overall assessment and conclusions outlined across the Chapters 19-33 (Volume I) of the PEIR. As the design becomes finalised prior to the DCO Application, further update and refinement of the realistic worst case scenario and embedded measures will inform the environmental assessments presented in the ES.

5 References

Chapter 5 Project Description (Volume I) of the PEIR (NFOW, 2023). Available at: 004447046-10 North-Falls-PEIR Chapter-5-Project-Description.pdf (northfallsoffshore.com) [accessed on 21/02/2024]
Chapter 19 Ground Conditions and Contamination (Volume I of the PEIR (NFOW, 2023). Available at: 004447029-03 North-Falls-PEIR Chapter-19-Ground-Conditions-and-Contamination.pdf (northfallsoffshore.com) [accessed on 21/02/2024]
Chapter 20 Onshore Air Quality (Volume I) of the PEIR (NFOW, 2023). Available at: 004447030-03 North-Falls-PEIR Chapter-20-Onshore-Air-Quality.pdf (northfallsoffshore.com) [accessed on 21/02/2024]
Chapter 21 Water Resource and Flood Risk (Volume I) of the PEIR (NFOW, 2023). Available at: 004447031-03 North-Falls-PEIR Chapter-21-Water-Resources-and-Flood-Risk.pdf (northfallsoffshore.com) [accessed on 21/02/2024]
Chapter 22 Land Use and Agriculture (Volume I) of the PEIR (NFOW, 2023). Available at: 004447032-05 North Falls PEIR Chapter 22 Land Use and Agriculture (northfallsoffshore.com) [accessed on 21/02/2024]
Chapter 23 Onshore Ecology (Volume I) of the PEIR (NFOW, 2023). Available at: 004447033-06 North-Falls-PEIR Chapter-23-Onshore-Ecology.pdf (northfallsoffshore.com) [accessed on 21/02/2024]
Chapter 24 Onshore Ornithology (Volume I) of the PEIR (NFOW, 2023). Available at: 004447034-05 North Falls PEIR Chapter 24 Onshore Ornithology (northfallsoffshore.com) [accessed on 21/02/2024]
Chapter 25 Onshore Archaeology and Cultural Heritage (Volume I) of the PEIR (NFOW, 2023). Available at: 004447035-03 North Falls PEIR Chapter 25 Onshore Archaeology and Cultural Heritage (northfallsoffshore.com) [accessed on 21/02/2024]
Chapter 26 Noise and Vibration (Volume I) of the PEIR (NFOW, 2023). Available at: 004447036-04 North-Falls-PEIR Chapter-26-Noise-and-Vibration.pdf (northfallsoffshore.com) [accessed on 21/02/2024]
Chapter 27 Traffic and Transport (Volume I) of the PEIR (NFOW, 2023). Available at: 004447037-03 North-Falls-PEIR Chapter-27-Traffic-and-Transport.pdf (northfallsoffshore.com) [accessed on 21/02/2024]
Chapter 28 Human Health (Volume I) of the PEIR (NFOW, 2023). Available at: 004447039-03 North-Falls-PEIR Chapter-28-Human-Health.pdf (northfallsoffshore.com) [accessed on 21/02/2024]
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Chapter 30 Landscape and Visual Impact Assessment (Volume I) of the PEIR (NFOW, 2023). Available at: 004447041-04 North-Falls-PEIR Chapter-30-

Landscape-and-Visual-Impact-Assessment.pdf (northfallsoffshore.com) [accessed on 21/02/2024]
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Chapter 32 Tourism and Recreation (Volume I) of the PEIR (NFOW,2023). Available at: 004447043-04 North-Falls-PEIR Chapter-32-Tourism-and-Recreation.pdf (northfallsoffshore.com) [accessed on 21/02/2024]
Chapter 33 Climate change (Volume I) of the PEIR (NFOW, 2023). Available at: 004447044-03 North Falls PEIR Chapter 33 Climate Change (northfallsoffshore.com) [accessed on 21/02/2024]
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PEIR (NFOW, 2023). Available at: Preliminary Environmental Information Report (PEIR) - North Falls Offshore Wind Farm [accessed on 21/02/2024]

Appendix 1 Figures

Available on the North Falls Offshore Wind Farm Limited website:
<https://www.northfallsoffshore.com/>

Appendix 2 Extended Phase 1 Habitat Survey Report Addendum

Available on the North Falls Offshore Wind Farm Limited website:

<https://www.northfallsoffshore.com/>

Appendix 3 Geophysical Survey Report

Available on the North Falls Offshore Wind Farm Limited website:
<https://www.northfallsoffshore.com/>

Appendix 4 Archaeological Evaluation Reports

Available on the North Falls Offshore Wind Farm Limited website:
<https://www.northfallsoffshore.com/>

Appendix 5 Geoarchaeological Desk Based Assessment

Available on the North Falls Offshore Wind Farm Limited website:

<https://www.northfallsoffshore.com/>

Appendix 6 Bentley Road Improvement works Construction Noise and Vibration Modelling

Available on the North Falls Offshore Wind Farm Limited website:
<https://www.northfallsoffshore.com/>



NORTH FALLS

Offshore Wind Farm



CONTACT US

Website: <https://targetedconsultation.northfallsoffshore.com>

Telephone: 0800 254 5340

Email: contact@northfallsoffshore.com

Post: FREEPOST North Falls



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.7

*List of stakeholders consulted
at stage 4 (targeted) consultation*

List of stakeholders consulted at targeted consultation (onshore prescribed consultees)	
Consultee	Notes
The Crown Estate	x 3 contacts consulted
Natural England	x 5 contacts consulted
Haven Gateway Partnership	x 2 contacts consulted
Port of London Authority	x 1 contact consulted
Harwich Haven Authority	x 2 contacts consulted
Orford Harbour	x 1 contact consulted
Port of Felixstowe	x 1 contact consulted
Harwich International Port	x 2 contacts consulted
ABP Ports	x 2 contacts consulted
Historic England	x 4 contacts consulted
JNCC	x 2 contacts consulted
Defence Infrastructure Organisation	x 4 contacts consulted
RSPB	x 1 contact consulted
The Wildlife Trusts	x 3 contacts consulted
Essex Wildlife Trust	x 1 contact consulted
The Woodland Trust	x 1 contact consulted
National Trust	x 1 contact consulted
Environment Agency	x 2 contacts consulted
Network Rail Infrastructure Ltd	x 2 contacts consulted
National Grid Electricity Transmission	x 1 contact consulted
National Grid	x 1 contact consulted
National Grid Transmission (Norwich to Tilbury Project)	x 3 contacts consulted
National Grid Transmission (Sealink)	x 1 contact consulted
National Grid Ventures	x 1 contact consulted
Essex County Fire and Rescue Service	x 2 contacts consulted
Police, Fire and Crime Commissioner for Essex	x 1 contact consulted
Tendring District Council	x 1 contact consulted

Frinton and Walton Town Council	x 1 contact consulted
Frinton and Walton Parish Council	x 1 contact consulted
Thorpe-le-Soken Parish Council	x 1 contact consulted
Little Clacton Parish Council	x 1 contact consulted
Essex County Council	x 2 contacts consulted
National Highways	x 1 contact consulted
UK Health Security Agency	x 2 contacts consulted
Health and Safety Executive	x 1 contact consulted
NHS England	x 1 contact consulted
Suffolk and North East Essex Integrated Care Board	x 1 contact consulted
Coal Authority	x 1 contact consulted
Canal & River Trust	x 1 contact consulted
Forestry Commission (East and Midlands)	x 1 contact consulted
North Essex Partnership NHS Foundation Trust	x 2 contacts consulted
East Suffolk and North Essex NHS Foundation Trust	x 2 contacts consulted
East of England Ambulance Service NHS Trust	x 1 contact consulted
Colchester City Council	x 1 contact consulted
Babergh District Council	x 1 contact consulted
Suffolk County Council	x 1 contact consulted
East Suffolk Council	x 1 contact consulted
Hertfordshire County Council	x 2 contacts consulted
Cambridgeshire County Council	x 1 contact consulted
Southend-on-Sea City Council	x 1 contact consulted
Kent County Council	x 1 contact consulted
Thurrock Council	x 1 contact consulted
Coasts and Heaths AONB	x 1 contact consulted
Dedham Vale AONB	x 1 contact consulted
Royal Mail	x 2 contacts consulted
Homes England	x 1 contact consulted

Alresford Parish Council	x 1 contact consulted
Great Oakley Parish Council	x 1 contact consulted
Great Bentley Parish Council	x 1 contact consulted
Elmstead Parish Council	x 1 contact consulted
Great Bromley Parish Council	x 1 contact consulted
Brightlingsea Town Council	x 1 contact consulted
Ardleigh Parish Council	x 1 contact consulted
Mistley Parish Council	x 1 contact consulted
Lawford Parish Council	x 1 contact consulted
Harwich Town Council	x 1 contact consulted
Tendring Parish Council	x 1 contact consulted
Beaumont Parish Council	x 1 contact consulted
Bradfield Parish Council	x 1 contact consulted
Wix Parish Council	x 1 contact consulted
Frating Parish Council	x 1 contact consulted
Weeley Parish Council	x 1 contact consulted
Manningtree Town Council	x 1 contact consulted
Little Oakley Parish Council	x 1 contact consulted
Ramsey and Parkeston Parish Council	x 1 contact consulted
Thorrington Parish Council	x 1 contact consulted
Little Bentley Parish Council	x 1 contact consulted
Wrabness Parish Council	x 1 contact consulted
Little Bromley Parish Council	x 1 contact consulted
St. Osyth Parish Council	x 1 contact consulted
Highways England Historical Railways Estate	x 1 contact consulted
Affinity Water	x 6 contacts consulted
Cadent Gas Limited	x 1 contact consulted
Last Mile Gas Ltd	x 2 contacts consulted
Energy Assets Pipelines Limited	x 2 contacts consulted

ES Pipelines Ltd	x 1 contact consulted
Independent Pipelines Limited	x 1 contact consulted
ES Pipelines Ltd	x 3 contacts consulted
ESP Networks Ltd	x 1 contact consulted
ESP Connections Ltd	x 1 contact consulted
Fulcrum Pipelines Limited	x 1 contact consulted
Indigo Pipelines Limited	x 2 contacts consulted
Leep Gas Networks Limited	x 1 contact consulted
mua Gas (formerly Murphy Gas Networks limited)	x 1 contact consulted
National Grid Gas Plc	x 1 contact consulted
Southern Gas Networks Plc	x 1 contact consulted
Greater Gabbard Offshore Winds Limited	x 1 contact consulted
Galloper Wind Farm Limited	x 2 contacts consulted
Five Estuaries Offshore Windfarm Limited	x 3 contacts consulted
Eclipse Power Network Limited	x 1 contact consulted
Last Mile Electricity Ltd	x 1 contact consulted
Energy Assets Networks Limited	x 1 contact consulted
ESP Electricity Limited	x 1 contact consulted
Forbury Assets Limited - Now Optimal Power Networks	x 1 contact consulted
Fulcrum Electricity Assets Limited	x 1 contact consulted
Harlaxton Energy Networks Limited	x 1 contact consulted
Independent Power Networks Limited	x 1 contact consulted
Indigo Power Limited	x 1 contact consulted
Leep Electricity Networks Limited	x 1 contact consulted
mua Electricity Limited (formerly Murphy Power Distribution Limited)	x 1 contact consulted
The Electricity Network Company Limited	x 1 contact consulted
UK Power Distribution Limited	x 1 contact consulted
Utility Assets Limited	x 1 contact consulted
Vattenfall Networks Limited	x 1 contact consulted

Eastern Power Networks Plc	x 1 contact consulted
UK Power Networks Limited	x 1 contact consulted
Diamond Transmission Partners	x 1 contact consulted
Greater Gabbard OFTO Plc	x 1 contact consulted
National Grid Electricity Transmission Plc	x 1 contact consulted
Medway Council	x 1 contact consulted
Maldon District Council	x 1 contact consulted
Rochford District Council	x 1 contact consulted
The Equality and Human Rights Commission	x 1 contact consulted
Gunfleet Sands	x 1 contact consulted
Ofgem	x 1 contact consulted
Ofwat	x 1 contact consulted



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.8

*Stage 4 (targeted) consultation
advance notification letter to LPAs*



NORTH FALLS

Offshore Wind Farm

Our Reference:

004788668-01

Contact:

contact@northfallsoffshore.com

0800 254 5340

Date: 14 March 2024

<Recipient Name>

<Recipient Address>

<Line 1>

<Line 2>

<Line 3>

North Falls Offshore Wind Farm

Advance notice of upcoming targeted consultation running from Thursday 14 March to 11:59pm Monday 22 April 2024

Dear **X**

We would like to invite you to a virtual briefing on North Falls Offshore Wind Farm (North Falls) to discuss our upcoming targeted consultation in more detail. This briefing will give you the chance to review and discuss with our Project team the localised changes we're proposing, as well as how we intend to carry out the consultation.

North Falls is a proposed offshore wind farm located in the southern North Sea, approximately 42 kilometres from the East Anglia 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 near Frinton-on-Sea. North Falls is set to support the UK government's target of 50 gigawatts (GW) of installed offshore wind capacity by 2030.

As you will be aware, the Project is currently in its pre-application phase and has already conducted three previous stages of public consultation, including a statutory consultation, which concluded in July 2023.

Since the close of the statutory consultation in July 2023, the proposed Development Consent Order (DCO) application for North Falls has continued to develop, which has resulted in

additional land being included within the proposed DCO boundary. This upcoming targeted consultation will be carried out specifically in relation to this additional land, as detailed below:

- Locations where we require additional land to make localised changes to the onshore Preliminary Environmental Information Report (PEIR) boundary to accommodate the onshore cable corridor shared with Five Estuaries at Little Clacton Road, south of Walton Road, north of Tendring Road, and between Barlon Road and Spratts Road, as well as access to temporary construction haul roads needed to install the onshore cables;
- Inclusion of construction traffic visibility splays along the length of the 24-kilometre onshore cable corridor, where we need a wider area of hedgerow adjustment to meet the requirements of road safety audits and the current proposals for construction access points off the existing adopted public highway;
- More defined locations of temporary construction compounds;
- Inclusion of traffic access points for operating and maintaining the onshore electrical connection throughout the Project's operational lifespan;
- Improvements and widening of Bentley Road to facilitate the Project's substation construction, as well as potential use of Bentley Road for maintenance during the Project's operational lifespan; and
- Additional land required at National Grid Electricity Transmission's (NGET) proposed substation site, the East Anglia Connection Node (the Project's National Grid Connection Point).

The upcoming consultation will provide an opportunity for people to view and share their feedback on the Project's updated proposals. We will then reflect on the feedback received and finalise our proposals, ahead of submitting an application for development consent to the Planning Inspectorate on behalf of the Secretary of State later this year.

Please acknowledge receipt of this email and confirm your availability for a virtual briefing to take place the week beginning Monday 4 March 2024.

A member of the team will then respond to organise the briefing. If you have any questions in the meantime, please contact our team by emailing contact@northfallsoffshore.com or calling us **0800 254 5340**. For more information about the project please visit www.northfallsoffshore.com.

As well as setting up this briefing, we will write to you again once the consultation has launched under Section 42 of the Planning Act 2008 and provide you with more information regarding our updated proposals.

Daniel Harper
Consents Manager
North Falls Offshore Wind Farm



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.8.1

*Stage 4 (targeted) consultation advance
notification letter to parish councils*



NORTH FALLS

Offshore Wind Farm

Our Reference:

004788668-01

Contact:

contact@northfallsoffshore.com

0800 254 5340

Date: 14 March 2024

<Recipient Name>

<Recipient Address>

<Line 1>

<Line 2>

<Line 3>

North Falls Offshore Wind Farm

Advance notice of upcoming targeted consultation running from Thursday 14 March to 11:59pm Monday 22 April 2024

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North Falls is a proposed offshore wind farm located in the southern North Sea, approximately 42 kilometres from the East Anglia 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 near Frinton-on-Sea. North Falls is set to support the UK government's target of 50 gigawatts (GW) of installed offshore wind capacity by 2030.

As you will be aware, the Project is currently in its pre-application phase and has already conducted three previous stages of public consultation, including a statutory consultation, which concluded in July 2023.

Since the close of the statutory consultation in July 2023, the proposed Development Consent Order (DCO) application for North Falls has continued to develop, which has resulted in

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- Locations where we require additional land to make localised changes to the onshore Preliminary Environmental Information Report (PEIR) boundary to accommodate the onshore cable corridor shared with Five Estuaries at Little Clacton Road, south of Walton Road, north of Tendring Road, and between Barlon Road and Spratts Road, as well as access to temporary construction haul roads needed to install the onshore cables;
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A member of the team will then respond to organise the briefing. If you have any questions in the meantime, please contact our team by emailing contact@northfallsoffshore.com or calling us **0800 254 5340**. For more information about the project please visit www.northfallsoffshore.com.

As well as setting up this briefing, we will write to you again once the consultation has launched under Section 42 of the Planning Act 2008 and provide you with more information regarding our updated proposals.

Daniel Harper
Consents Manager
North Falls Offshore Wind Farm



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.8.2

*Stage 4 (targeted) consultation advance
notification email to parish councils*

North Falls Offshore Wind Farm Advance notice of upcoming targeted consultation running from Thursday 14 March to 11:59pm Monday 22 April 2024

External Inbox x

Harper, Daniel

Feb 22, 2024, 12:48 PM ☆ ↶ ⋮

to

Dear

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North Falls is a proposed offshore wind farm located in the southern North Sea, approximately 42 kilometres from the East Anglia 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 near Frinton-on-Sea. North Falls is set to support the UK government's target of 50 gigawatts (GW) of installed offshore wind capacity by 2030.

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As well as setting up this briefing, we will write to you again once the consultation has launched under Section 42 of the Planning Act 2008 and provide you with more information regarding our updated proposals.

Kindest Regards

Daniel Harper BSc (Hons) MRICS
Consents Manager
North Falls Offshore Wind Farm



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.8.3

*Stage 4 (targeted) consultation advance
notification email to LPAs*

North Falls Offshore Wind Farm Advance notice of upcoming targeted consultation running from Thursday 14 March to 11:59pm

Monday 22 April 2024 External Inbox x



Harper, Daniel

to [Redacted]

Thu, Feb 22, 12:49 PM



Dear Gary and Elanor

We would like to invite you to a virtual briefing on North Falls Offshore Wind Farm (North Falls) to discuss our upcoming targeted consultation in more detail. This briefing will give you the chance to review and discuss with our Project team the localised changes we're proposing, as well as how we intend to carry out the consultation.

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Daniel Harper BSc (Hons) MRICS
Consents Manager
North Falls Offshore Wind Farm

North Falls Offshore Wind Farm Advance notice of upcoming targeted consultation running from Thursday 14 March to 11:59pm



Monday 22 April 2024 External Inbox x



Harper, Daniel

to

Thu, Feb 22, 12:48 PM



Dear Mark, Aimee and Jo

We would like to invite you to a virtual briefing on North Falls Offshore Wind Farm (North Falls) to discuss our upcoming targeted consultation in more detail. This briefing will give you the chance to review and discuss with our Project team the localised changes we're proposing, as well as how we intend to carry out the consultation.

North Falls is a proposed offshore wind farm located in the southern North Sea, approximately 42 kilometres from the East Anglia 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 near Frinton-on-Sea. North Falls is set to support the UK government's target of 50 gigawatts (GW) of installed offshore wind capacity by 2030.

As you will be aware, the Project is currently in its pre-application phase and has already conducted three previous stages of public consultation, including a statutory consultation, which concluded in July 2023.

Since the close of the statutory consultation in July 2023, the proposed Development Consent Order (DCO) application for North Falls has continued to develop, which has resulted in additional land being included within the proposed DCO boundary. This upcoming targeted consultation will be carried out specifically in relation to this additional land, as detailed below:

- Locations where we require additional land to make localised changes to the onshore Preliminary Environmental Information Report (PEIR) boundary to accommodate the onshore cable corridor shared with Five Estuaries at Little Clacton Road, south of Walton Road, north of Tendring Road, and between Barlon Road and Spratts Road, as well as access to temporary construction haul roads needed to install the onshore cables;
- Inclusion of construction traffic visibility splays along the length of the 24-kilometre onshore cable corridor, where we need a wider area of hedgerow adjustment to meet the requirements of road safety audits and the current proposals for construction access points off the existing adopted public highway;
- More defined locations of temporary construction compounds;
- Inclusion of traffic access points for operating and maintaining the onshore electrical connection throughout the Project's operational lifespan;
- Improvements and widening of Bentley Road to facilitate the Project's substation construction, as well as potential use of Bentley Road for maintenance during the Project's operational lifespan; and
- Additional land required at National Grid Electricity Transmission's (NGET) proposed substation site, the East Anglia Connection Node (the Project's National Grid Connection Point).

The upcoming consultation will provide an opportunity for people to view and share their feedback on the Project's updated proposals. We will then reflect on the feedback received and finalise our proposals, ahead of submitting an application for development consent to the Planning Inspectorate on behalf of the Secretary of State later this year.

Please acknowledge receipt of this email and confirm your availability for a virtual briefing to take place the week beginning Monday 4 March 2024.

A member of the team will then respond to organise the briefing. If you have any questions in the meantime, please contact our team by emailing contact@northfallsoffshore.com or calling us 0800 254 5340. For more information about the project please visit www.northfallsoffshore.com.

As well as setting up this briefing, we will write to you again once the consultation has launched under Section 42 of the Planning Act 2008 and provide you with more information regarding our updated proposals.

Kindest Regards

Daniel Harper BSc (Hons) MRICS

Consents Manager

North Falls Offshore Wind Farm



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.9

*Stage 4 (targeted) consultation launch
email (section 42)*

[View this email in your browser](#)



NORTH FALLS

Offshore Wind Farm

**North Falls Offshore Wind Farm
Targeted Consultation under Section 42 of the Planning Act 2008**

We are writing to consult with you on the proposed North Falls Offshore Wind Farm ('North Falls' or 'the Project'). This Project is being promoted by North Falls Offshore Wind Farm Limited, company number 12435947, with a registered office at Windmill Hill Business Park, Whitehill Way, Swindon, Wiltshire SN5 6PB ('the Applicant'). North Falls is an equal joint venture between SSE Renewables and RWE. The Applicant is carrying out this targeted consultation under Section 42 of the Planning Act 2008 ('the Act') and you have been identified as a consultee for this purpose.

If you were identified as a consultee at the time, we may have previously consulted you on our proposals for North Falls, including our formal statutory consultation on the proposed Development Consent Order (DCO) application and the Preliminary Environmental Information Report (PEIR). **This statutory consultation ran between 16 May and 14 July 2023.**

Since the close of the statutory consultation in July 2023, the proposed DCO application for North Falls has continued to develop, which has resulted in additional land being included within the proposed DCO application boundary. This targeted consultation is being carried out specifically in relation to this additional land, as further detailed below and in the accompanying consultation materials.

This targeted consultation begins on 14 March 2024 and closes at 11.59pm on 22 April 2024.

Details of how to respond to the consultation are outlined below. The consultation brochure provides more information and additional information can also be found in our PEIR Addendum – a supplement to the PEIR that focuses specifically on the proposed localised changes, including the additional land, as presented in the brochure. These can be found to view and download free of charge on the Project's consultation website: targetedconsultation.northfallsoffshore.com.

Project Description

North Falls is a proposed offshore wind farm located in the southern North Sea, approximately 42 kilometres from the East Anglia 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 government's target of 50 gigawatts (GW) of installed offshore wind capacity by 2030.

The key offshore components the Project comprises:

- Up to 57 offshore wind turbine generators (reduced from PEIR) and their associated foundations;
- Up to two offshore platforms and their associated foundations to facilitate the export of electricity via the Project's offshore export cables;
- Subsea cables:
 - Array cables between the wind turbine generators and offshore substation platform(s);
 - Export cables between the offshore substation platform(s) and landfall; and
- Scour protection around foundations and subsea cables where required.

The key onshore components the Project comprises:

- Landfall;
- Onshore export cables and associated link boxes;
- Onshore substation; and
- Connection to the national grid.

There are three options for transmission infrastructure:

- **Option 1:** Onshore electrical connection at a National Grid connection point within Tendring, Essex, with a Project alone onshore cable route and onshore substation infrastructure;
- **Option 2:** Onshore electrical connection at a National Grid connection point within Tendring, Essex, sharing an onshore cable route and onshore cable duct installation, but with separate onshore export cables, and co-locating separate project onshore substation infrastructure with Five Estuaries; or
- **Option 3:** Offshore electrical connection supplied by a third-party electricity network provider.

Further information on the Project, including the PEIR Addendum and other materials supporting this targeted consultation, is available to view and download free of charge via the documents page on the Project's consultation website

targetedconsultation.northfallsoffshore.com/documents.

Application for a DCO

The Project will have a generating capacity exceeding 100 megawatts (MW) and is therefore classified as a Nationally Significant Infrastructure Project (NSIP), for which a DCO is required. The Applicant therefore intends to submit a DCO application which will contain full details of the Project. North Falls is Environmental Impact Assessment (EIA) development and will therefore be accompanied by an Environmental Statement in accordance with the Act and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

It is anticipated the proposed DCO will, if granted and among other things, authorise:

- The construction, operation and maintenance, and decommissioning of an offshore wind generating station and associated development comprised in the Project;
- The compulsory acquisition of land, and imposition of restrictions, powers to override, suspend or extinguish rights over land and the temporary use of land;
- The application, modification and / or disapplication of legislation relevant to the Project including that relating to the compulsory acquisition of land; and
- Such ancillary, incidental and consequential provisions, licences, property rights, permits and consents as are necessary and / or convenient.

The Project is currently in the pre-application phase of the DCO application process. In accordance with the Act, the Applicant is required to consult on the proposed application prior to submission and have regard to consultation responses. This targeted consultation forms part of that process. A Consultation Report outlining the consultation processes undertaken, and how the Applicant has had regard to responses, will be included in the DCO application documents.

If the DCO application is accepted, the Planning Inspectorate will process and examine the application and make a recommendation for approval or refusal to the Secretary of State for Energy Security and Net Zero. The final decision to approve or refuse the application will be made by the Secretary of State.

Targeted Consultation on North Falls

As noted above, pre-application statutory consultation was originally undertaken by the Applicant on the proposed DCO application, including the PEIR, between 16 May 2023 and 14 July 2023.

Feedback received has been considered and used to develop the Applicant's proposed DCO application. As a result of this feedback, as well as further engineering, road safety, environmental, and technical work, some additional areas of land have been added to the proposed DCO application boundary which were not included at the time the statutory consultation on the PEIR was carried out.

In addition, the Applicant has further developed its plans in relation to construction access to its onshore cable corridor and its proposed onshore substation zone, both to facilitate construction of the Project and allow future operational maintenance access throughout the Project's lifespan. This includes road widening and improvements to sections of Bentley Road and where Bentley Road adjoins the A120. The widening and improvements have resulted in additional areas of land being added to the proposed DCO application boundary.

The additional areas of land required are shown on pages 10-19 of the consultation brochure and more information can be found in the PEIR Addendum. In summary, the additional areas of land comprise:

- Additional land required at National Grid Electricity Transmission's (NGET) proposed substation site, the East Anglia Connection Node (the Project's National Grid Connection Point), to align with land ownership boundaries;
- 10 locations where we require additional land to make localised changes to the onshore PEIR boundary to accommodate the onshore cable corridor at Little Clacton Road, south of Walton Road, north of Tendring Road, and between Barlon Road and Spratts Lane, as well as access to temporary construction haul roads;
- 14 locations where we've identified access points for operating and maintaining the onshore electrical connection throughout the Project's lifespan;
- Inclusion of 11 construction traffic visibility splays, where we need a wider area of hedgerow adjustment to meet the requirements of road safety audits and the current proposals for construction access points, allowing safe movement of traffic between the public highway and the onshore cable corridor;
- 12 proposed locations of temporary construction compounds (TCCs); and
- Improvements and widening of Bentley Road to facilitate the Project's construction, as well as potential use of Bentley Road for maintenance during the Project's operational lifespan.

Please note that this information is considered up to date at the time the targeted consultation takes place, however this is an ongoing process, and the Applicant's red line boundary will be confirmed at the point of DCO application.

Consultation Materials

The consultation materials supporting this targeted consultation are:

- Targeted consultation brochure, which provides a non-technical overview of the localised changes, including additional land, to the Project, as well as plans and maps showing the nature and location of the proposed changes;
- Feedback form, for you to complete and return to us. There is a digital version of this feedback form on the Project's consultation website if you would prefer to submit your feedback electronically;
- PEIR Addendum, a supplement to the PEIR which considers the likely significant effects of the proposed changes; and
- Consultation website, which hosts digital versions of the consultation brochure, PEIR Addendum, and feedback form. It also includes an interactive map, where you can zoom in, search by postcode, explore the updated proposals in more detail and provide feedback.

These materials are available to view and download free of charge via targetedconsultation.northfallsoffshore.com from the beginning of the targeted consultation on **14 March 2024 until at least 11.59pm on 22 April 2024**.

The PEIR chapters and reports, including documents, plans and maps showing the nature and location of North Falls, can be accessed directly under the 'Documents' tab of the North Falls website and at the following link: northfallsoffshore.com/peir. Please note that the EIA is an ongoing process and the information contained within the PEIR is subject to change as the design of the Project develops.

Alternatively, copies of the documents can be requested by calling **0800 254 5340** or by emailing contact@northfallsoffshore.com. These contact details can also be used for any enquiries relating to the documents, plans and maps accompanying this consultation.

Electronic copies of the documents on a USB stick can be requested free of charge. Paper copies of the targeted consultation materials and the PEIR Non-Technical Summary can be provided on request free of charge. Due to the size of the PEIR, a charge of £3,500 would be applied for a paper copy, to cover the production costs.

How to Respond to the Consultation

Your response to this consultation must be received no later than **11.59pm on 22 April 2024**. Responses received after this time may not be considered.

If you would like to provide feedback as part of this targeted consultation, you can do so by using the following methods:

- Completing the feedback form enclosed and returning it free of charge by following the instructions on the back page of the form;
- Using the online interactive map on our consultation website: targetedconsultation.northfallsoffshore.com. The map allows you to scroll, zoom and search by postcode;
- Sending an email to contact@northfallsoffshore.com; or
- Sending a letter to our freepost address: **FREEPOST North Falls**.

When providing your response, please include your name and contact details and confirm the nature of your interest in the Project.

Please note that representations received and any accompanying personal data, such as the names of persons over 18, may be made public. If you do not wish personal information to be made public, you should state that when submitting your representation. Responses and personal data may be provided to the Secretary of State, the Planning Inspectorate or other relevant statutory authorities in accordance with the requirements of the Planning Act 2008. To find out about how the Applicant will manage your personal data please refer to our Privacy Notice: consultation.northfallsoffshore.com/privacy.

Yours faithfully

Daniel Harper
Consents Manager
North Falls Offshore Wind Farm



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.9.1

*Stage 4 (targeted) consultation
launch letter (section 47)*



NORTH FALLS

Offshore Wind Farm

Our Reference:

004788668-01

Contact:

contact@northfallsoffshore.com

0800 254 5340

Date: 13 March 2024

<Recipient Name>

<Recipient Address>

<Line 1>

<Line 2>

<Line 3>

North Falls Offshore Wind Farm

Targeted consultation running from Thursday 14 March to 11:59pm Monday 22 April 2024

Dear Sir / Madam,

We are writing to consult with you on the proposed North Falls Offshore Wind Farm ('North Falls' or 'the Project'). This Project is being promoted by North Falls Offshore Wind Farm Limited, company number 12435947, with a registered office at Windmill Hill Business Park, Whitehill Way, Swindon, Wiltshire SN5 6PB ('the Applicant'). North Falls is an equal joint venture between SSE Renewables and RWE.

You are invited to take part in a targeted consultation on proposed widening and improvements to Bentley Road that will need to be made facilitate the Project's construction, as well as potential use of Bentley Road for maintenance during the Project's operational lifespan. You have been contacted because you are a resident and / or a business owner located near to Bentley Road.

If you were identified as a consultee at the time, we may have previously consulted you on our proposals for North Falls, including our formal statutory consultation on the proposed Development Consent Order (DCO) application and the Preliminary Environmental Information Report (PEIR). This consultation ran between 16 May 2023 and 14 July 2023.

Since the close of the statutory consultation in July 2023, the proposed DCO application for North Falls has continued to develop, which has resulted in additional land being included within the proposed DCO application boundary. This targeted consultation is being carried out specifically in relation to this additional land, as further detailed below and in the accompanying consultation materials.

This targeted consultation begins on 14 March 2024 and closes at 11.59pm on 22 April 2024. Details of how to respond to the consultation are outlined below. The consultation brochure enclosed provides more information, with pages 22-25 focusing specifically on proposed alterations to Bentley Road. More information can also be found in our PEIR Addendum – a supplement to the PEIR that focuses specifically on the proposed localised changes, including the additional land, as presented in the enclosed brochure. This can also be found to view and download free of charge via the documents page on our Project’s consultation website: targetedconsultation.northfallsoffshore.com/documents.

About North Falls

North Falls is a proposed offshore wind farm located in the southern North Sea, approximately 42 kilometres from the East Anglia 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 government’s target of 50 gigawatts (GW) of installed offshore wind capacity by 2030.

Further information on the Project, including the PEIR Addendum and other materials supporting this targeted consultation, is available to view and download free of charge via the Project’s consultation website: targetedconsultation.northfallsoffshore.com.

How to respond to the consultation

If you would like to provide feedback as part of this consultation, you can do so by using the following methods:

- Completing the feedback form enclosed and returning it free of charge by following the instructions on the back page of the form;
- Using the online interactive map on our consultation website: targetedconsultation.northfallsoffshore.com. The map allows you to scroll, zoom and search by postcode;
- Sending an email to contact@northfallsoffshore.com; or
- Sending a letter to our freepost address: **FREEPOST North Falls**

Alternatively, if you have any questions, please contact our team by emailing contact@northfallsoffshore.com or calling us on **0800 254 5340**.

Please note that feedback received after the 22 April 2024 closing date may not be considered.

Your privacy

Please note that representations received and any accompanying personal data, such as the names of persons over 18, may be made public. If you do not wish personal information to be made public, you should state that when submitting your representation. Responses and personal data may be provided to the Secretary of State, the Planning Inspectorate or other relevant statutory authorities in accordance with the requirements of the Planning Act 2008. To find out about how the Applicant will manage your personal data please refer to our Privacy Notice: consultation.northfallsoffshore.com/privacy.

Yours faithfully

Daniel Harper
Consents Manager
North Falls Offshore Wind Farm



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.9.2

*Stage 4 (targeted) consultation launch
notification letter*



NORTH FALLS

Offshore Wind Farm

Our Reference:

004788668-01

Contact:

contact@northfallsoffshore.com

0800 254 5340

Date: 13 March 2024

<Recipient Name>

<Recipient Address>

<Line 1>

<Line 2>

<Line 3>

North Falls Offshore Wind Farm

Targeted Consultation under Section 42 of the Planning Act 2008

Dear Sir / Madam,

We are writing to consult with you on the proposed North Falls Offshore Wind Farm ('North Falls' or 'the Project'). This Project is being promoted by North Falls Offshore Wind Farm Limited, company number 12435947, with a registered office at Windmill Hill Business Park, Whitehill Way, Swindon, Wiltshire SN5 6PB ('the Applicant'). North Falls is an equal joint venture between SSE Renewables and RWE. The Applicant is carrying out this targeted consultation under Section 42 of the Planning Act 2008 ('the Act') and you have been identified as a consultee for this purpose.

If you were identified as a consultee at the time, we may have previously consulted you on our proposals for North Falls, including our formal statutory consultation on the proposed Development Consent Order (DCO) application and the Preliminary Environmental Information Report (PEIR). This statutory consultation ran between 16 May and 14 July 2023.

Since the close of the statutory consultation in July 2023, the proposed DCO application for North Falls has continued to develop, which has resulted in additional land being included within the proposed DCO application boundary. This targeted consultation is being carried out specifically in relation to this additional land, as further detailed below and in the accompanying consultation materials.

This targeted consultation begins on 14 March 2024 and closes at 11.59pm on 22 April 2024. Details of how to respond to the consultation are outlined below. The consultation brochure enclosed provides more information and additional information can also be found in our PEIR Addendum – a supplement to the PEIR that focuses specifically on the proposed localised changes, including the additional land, as presented in the enclosed brochure. This can also be found to view and download free of charge on the Project’s consultation website: **targetedconsultation.northfallsoffshore.com**.

Project Description

North Falls is a proposed offshore wind farm located in the southern North Sea, approximately 42 kilometres from the East Anglia 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 government’s target of 50 gigawatts (GW) of installed offshore wind capacity by 2030.

The key offshore components the Project comprises:

- Up to 57 offshore wind turbine generators (reduced from PEIR) and their associated foundations;
- Up to two offshore platforms and their associated foundations to facilitate the export of electricity via the Project’s offshore export cables;
- Subsea cables:
 - Array cables between the wind turbine generators and offshore substation platform(s);
 - Export cables between the offshore substation platform(s) and landfall; and
- Scour protection around foundations and subsea cables where required.

The key onshore components the Project comprises:

- Landfall;
- Onshore export cables and associated link boxes;
- Onshore substation; and
- Connection to the national grid.

There are three options for transmission infrastructure:

- Option 1: Onshore electrical connection at a National Grid connection point within Tendring, Essex, with a Project alone onshore cable route and onshore substation infrastructure;
- Option 2: Onshore electrical connection at a National Grid connection point within Tendring, Essex, sharing an onshore cable route and onshore cable duct installation, but with separate onshore export cables, and co-locating separate project onshore substation infrastructure with Five Estuaries; or
- Option 3: Offshore electrical connection supplied by a third-party electricity network provider.

Further information on the Project, including the PEIR Addendum and other materials supporting this targeted consultation, is available to view and download free of charge via the documents page on the Project's consultation website

targetedconsultation.northfallsoffshore.com/documents.

Application for a DCO

The Project will have a generating capacity exceeding 100 megawatts (MW) and is therefore classified as a Nationally Significant Infrastructure Project (NSIP), for which a DCO is required. The Applicant therefore intends to submit a DCO application which will contain full details of the Project. North Falls is Environmental Impact Assessment (EIA) development and will therefore be accompanied by an Environmental Statement in accordance with the Act and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

It is anticipated the proposed DCO will, if granted and among other things, authorise:

- The construction, operation and maintenance, and decommissioning of an offshore wind generating station and associated development comprised in the Project;
- The compulsory acquisition of land, and imposition of restrictions, powers to override, suspend or extinguish rights over land and the temporary use of land;
- The application, modification and / or disapplication of legislation relevant to the Project including that relating to the compulsory acquisition of land; and
- Such ancillary, incidental and consequential provisions, licences, property rights, permits and consents as are necessary and / or convenient.

The Project is currently in the pre-application phase of the DCO application process. In accordance with the Act, the Applicant is required to consult on the proposed application prior to submission and have regard to consultation responses. This targeted consultation forms part of that process. A Consultation Report outlining the consultation processes undertaken, and how the Applicant has had regard to responses, will be included in the DCO application documents.

If the DCO application is accepted, the Planning Inspectorate will process and examine the application and make a recommendation for approval or refusal to the Secretary of State for Energy Security and Net Zero. The final decision to approve or refuse the application will be made by the Secretary of State.

Targeted Consultation on North Falls

As noted above, pre-application statutory consultation was originally undertaken by the Applicant on the proposed DCO application, including the PEIR, between 16 May 2023 and 14 July 2023.

Feedback received has been considered and used to develop the Applicant's proposed DCO application. As a result of this feedback, as well as further engineering, road safety, environmental, and technical work, some additional areas of land have been added to the proposed DCO application boundary which were not included at the time the statutory consultation on the PEIR was carried out.

In addition, the Applicant has further developed its plans in relation to construction access to its onshore cable corridor and its proposed onshore substation zone, both to facilitate construction of the Project and allow future operational maintenance access throughout the Project's lifespan. This includes road widening and improvements to sections of Bentley Road and where Bentley Road adjoins the A120. The widening and improvements have resulted in additional areas of land being added to the proposed DCO application boundary.

The additional areas of land required are shown on pages 10-19 of the consultation brochure enclosed and more information can be found in the PEIR Addendum. In summary, the additional areas of land comprise:

- Additional land required at National Grid Electricity Transmission's (NGET) proposed substation site, the East Anglia Connection Node (the Project's National Grid Connection Point), to align with land ownership boundaries;
- 10 locations where we require additional land to make localised changes to the onshore PEIR boundary to accommodate the onshore cable corridor at Little Clacton Road, south of Walton Road, north of Tendring Road, and between Barlon Road and Spratts Lane, as well as access to temporary construction haul roads;
- 14 locations where we've identified access points for operating and maintaining the onshore electrical connection throughout the Project's lifespan;
- Inclusion of 11 construction traffic visibility splays, where we need a wider area of hedgerow adjustment to meet the requirements of road safety audits and the current proposals for construction access points, allowing safe movement of traffic between the public highway and the onshore cable corridor;
- 12 proposed locations of temporary construction compounds (TCCs); and
- Improvements and widening of Bentley Road to facilitate the Project's construction, as well as potential use of Bentley Road for maintenance during the Project's operational lifespan.

Please note that this information is considered up to date at the time the targeted consultation takes place, however this is an ongoing process, and the Applicant's red line boundary will be confirmed at the point of DCO application.

Consultation Materials

The consultation materials supporting this targeted consultation are:

- Targeted consultation brochure (enclosed), which provides a non-technical overview of the localised changes, including additional land, to the Project, as well as plans and maps showing the nature and location of the proposed changes;
- Feedback form, enclosed for you to complete and return to us. There is a digital version of this feedback form on the Project's consultation website if you would prefer to submit your feedback electronically;
- PEIR Addendum, a supplement to the PEIR which considers the likely significant effects of the proposed changes. This is available to view and download free of charge on the consultation website; and

- Consultation website, which hosts digital versions of the consultation brochure, PEIR Addendum, and feedback form. It also includes an interactive map, where you can zoom in, search by postcode, explore the updated proposals in more detail and provide feedback.

These materials are available to view and download free of charge via **targetedconsultation.northfallsoffshore.com** from the beginning of the targeted consultation on **14 March 2024 until at least 11.59pm on 22 April 2024**.

The PEIR chapters and reports, including documents, plans and maps showing the nature and location of North Falls, can be accessed directly under the ‘Documents’ tab of the North Falls website and at the following link: **northfallsoffshore.com/peir**. Please note that the EIA is an ongoing process and the information contained within the PEIR is subject to change as the design of the Project develops.

Alternatively, copies of the documents can be requested by calling **0800 254 5340** or by emailing **contact@northfallsoffshore.com**. These contact details can also be used for any enquiries relating to the documents, plans and maps accompanying this consultation.

Electronic copies of the documents on a USB stick can be requested free of charge. Paper copies of the targeted consultation materials and the PEIR Non-Technical Summary can be provided on request free of charge. Due to the size of the PEIR, a charge of £3,500 would be applied for a paper copy, to cover the production costs.

How to Respond to the Consultation

Your response to this consultation must be received no later than **11.59pm on 22 April 2024**. Responses received after this time may not be considered.

If you would like to provide feedback as part of this targeted consultation, you can do so by using the following methods:

- Completing the feedback form enclosed and returning it free of charge by following the instructions on the back page of the form;
- Using the online interactive map on our consultation website: **targetedconsultation.northfallsoffshore.com**. The map allows you to scroll, zoom and search by postcode;
- Sending an email to **contact@northfallsoffshore.com**; or
- Sending a letter to our freepost address: **FREEPOST North Falls**.

When providing your response, please include your name and contact details and confirm the nature of your interest in the Project.

Please note that representations received and any accompanying personal data, such as the names of persons over 18, may be made public. If you do not wish personal information to be made public, you should state that when submitting your representation. Responses and personal data may be provided to the Secretary of State, the Planning Inspectorate or other

relevant statutory authorities in accordance with the requirements of the Planning Act 2008. To find out about how the Applicant will manage your personal data please refer to our Privacy Notice: consultation.northfallsoffshore.com/privacy.

Yours faithfully

Daniel Harper
Consents Manager
North Falls Offshore Wind Farm



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.10

*Stage 4 (targeted) consultation
reminder email to stakeholders*



NORTH FALLS

Offshore Wind Farm

One week to go – North Falls Offshore Wind Farm targeted consultation

Dear Sir / Madam,

There's just one week to go to submit feedback to the targeted consultation for the proposed North Falls Offshore Wind Farm ('North Falls' or 'the Project'). If you haven't already, we would like you to share your feedback with us before the consultation period closes on **Monday 22 April 2024**.

Since the close of the Project's statutory consultation in July 2023, the proposed Development Consent Order (DCO) application for North Falls has continued to develop. This has resulted in the need for a further stage of targeted consultation on updated proposals following localised changes to the Project's onshore Preliminary Environmental Information Report (PEIR) boundary. These localised changes result in additional land being included in the proposed DCO boundary.

You can view and download the consultation materials that support this targeted consultation from targetedconsultation.northfallsoffshore.com, including:

You can view and download the consultation materials that support this targeted consultation from targetedconsultation.northfallsoffshore.com, including:

- [Targeted consultation brochure](#), which provides a non-technical overview of the proposed localised changes, including additional land, to the Project, as well as plans and maps showing the nature and location of the proposed changes;
- [Digital version of our feedback form](#) if you would prefer to submit your feedback electronically;
- [PEIR Addendum](#), a supplement to the PEIR which considers the likely significant effects of the proposed changes; and
- [Interactive map](#), where you can zoom in, search by postcode, explore the updated proposals in more detail and provide feedback.

If you would like to provide feedback as part of this targeted consultation, you can do so by using the following methods:

- Completing and returning (free of charge) the printed feedback form we sent you previously;
- Completing a digital version of our feedback form on the Project website;
- Using the online interactive map:
targetedconsultation.northfallsoffshore.com;
- Sending an email to contact@northfallsoffshore.com; or
- Sending a letter to our freepost address: **FREEPOST North Falls**.

When providing your response, please include your name and contact details and confirm the nature of your interest in the Project.

Your response to this consultation must be received no later than **11.59pm on 22 April 2024**. Responses received after this time may not be considered.

Your privacy

Please note that representations received and any accompanying personal data, such as the names of persons over 18, may be made public. If you do not wish personal information to be made public, you should state that when submitting your representation.

Responses and personal data may be provided to the Secretary of State, the Planning Inspectorate or other relevant statutory authorities in accordance with the requirements of the Planning Act 2008. To find out about how the Applicant will manage your personal data please refer to our Privacy Notice:

consultation.northfallsoffshore.com/privacy.

Yours faithfully

Daniel Harper
Consents Manager
North Falls Offshore Wind Farm



NORTH FALLS

Offshore Wind Farm



RWE



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.11

*Presentation given to Essex County Council,
Tendring District Council and the parish councils
in the vicinity of Bentley Road*

Wednesday 06 March 2024



NORTH FALLS

Offshore Wind Farm

North Falls Offshore Wind Farm Targeted consultation update

NorthFallsOffshore.com

Agenda

- About the project and story so far
- Introduction to targeted consultation
- What we're consulting on and how we're consulting
- The Project's overview map
- Permanent works relating to onshore cable corridor
- Temporary works relating to haul roads for construction
- O&M access points
- Constructing the onshore cable route – visibility splays
- Constructing the onshore cable route – temporary construction compounds
- Improvements to Bentley Road – why it was chosen, alterations and mitigating effects
- Project timeline and next steps



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Offshore Wind Farm

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About the project

- North Falls is being developed by North Falls Offshore Wind Farm Limited, a 50/50 joint venture company owned by SSE Renewables and RWE.
- It is a proposed extension to the southern array of the existing Greater Gabbard Offshore Wind Farm and is being developed in the southern North Sea approximately 42 kilometres (km) off the East Anglia coast.
- Its site comprises one offshore array area totalling 95 square kilometres (km²). The site previously comprised two offshore array areas totalling approximately 150 km², but after our 2023 statutory consultation the decision was made to remove the whole of the northern offshore array area.
- The Project has accepted an offer from National Grid for an onshore grid connection in Tendring, North Essex.
- Approximately 24 kilometres of onshore electricity cables are proposed to be installed underground from the Project's landfall location between Clacton-on-Sea and Frinton-on-Sea to this new substation.



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Story so far

- The Agreement for Lease between North Falls and The Crown Estate was signed in Autumn 2020 and the Project is now in its pre-application phase with the aim of submitting its application to the Planning Inspectorate later in 2024.
- As a Nationally Significant Infrastructure Project (NSIP), North Falls must be consented under the Planning Act 2008 Development Consent Order (DCO) process, which was introduced to streamline the decision making for such projects. If the Project's application is successful, we anticipate being granted a DCO in 2025.
- The Project is at an advanced stage of the pre-application phase of the DCO process. One of the primary tasks in the pre-application phase is to carry out an Environmental Impact Assessment (EIA) – a systematic and iterative approach to assessing the environmental, social and economic effects the Project may have.
- The EIA process has included three previous stages of consultation: two non-statutory consultations, which ran from 25 October to 10 December 2021 and from 17 October to 09 December 2022, and one statutory consultation, which ran from 16 May to 14 July 2023.



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Introduction to targeted consultation

- Since the close of the Project's statutory consultation in July 2023, the proposed DCO application for North Falls has continued to develop. This has resulted in the need for a further stage of targeted consultation on updated proposals following localised changes to the Project's onshore PEIR boundary.
- These localised changes result in additional land being included in the proposed DCO boundary.
- The reasons for these proposed localised changes relate to the engineering and construction of the Project's onshore electrical connection, as well as the safety of road users during construction, and feedback received from our previous consultations.

The targeted consultation will run from Thursday 14 March 2024 to 11:59pm on Monday 22 April 2024.



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What we are consulting on

This targeted consultation is focused on proposed localised changes to the Project's onshore PEIR boundary.

- Additional land required at National Grid Electricity Transmission's (NGET) proposed substation site, the East Anglia Connection Node (the Project's National Grid Connection Point), to align with land ownership boundaries.
- 10 locations where we require additional land to make localised changes to the onshore PEIR boundary to accommodate the onshore cable corridor at Little Clacton Road, south of Walton Road, north of Tendring Road, and between Barlon Road and Spratts Lane, as well as access to temporary construction haul roads.
- 14 locations where we've identified access points for operating and maintaining the onshore electrical connection throughout the Project's lifespan (referred to as 'O&M access points').
- Inclusion of 11 construction traffic visibility splays, where we need a wider area of hedgerow adjustment to meet the requirements of road safety audits and the current proposals for construction access points, allowing safe movement of traffic between the public highway and the onshore cable corridor.
- 12 proposed locations of temporary construction compounds (TCCs).
- Improvements and widening of Bentley Road to facilitate the Project's construction, as well as potential use of Bentley Road for maintenance during the Project's operational lifespan.

You can also view all our updated proposals in more detail on the interactive map on our Project's consultation website from 14 March 2024.



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How we are consulting

We need the feedback of local people as we work to develop our final proposals for submission to the Planning Inspectorate and Secretary of State in the summer of 2024.

All the feedback we receive will be recorded and carefully considered ahead of submitting our DCO application.

Who we're consulting	What they'll receive
All onshore prescribed and statutory consultees, including all parishes within Tendring	<ul style="list-style-type: none"> Section 42 notification letter with brochure and feedback form enclosed Section 42 notification email with links to all materials supporting this consultation, including our PEIR Addendum
170 persons with an interest in land (PILs) effected by the proposed localised changes	<ul style="list-style-type: none"> Section 42 notification letter with brochure and feedback form enclosed
279 residents in the vicinity of Bentley Road	<ul style="list-style-type: none"> Bespoke Bentley Road residents' letter with brochure and feedback form enclosed

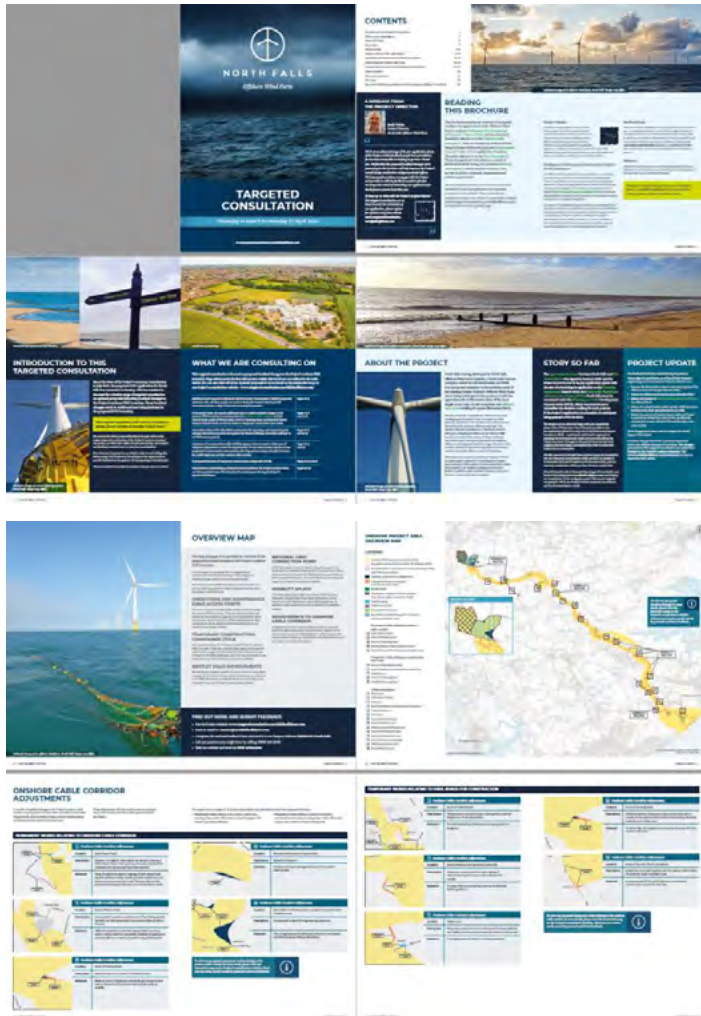
Bentley Road mailing zone



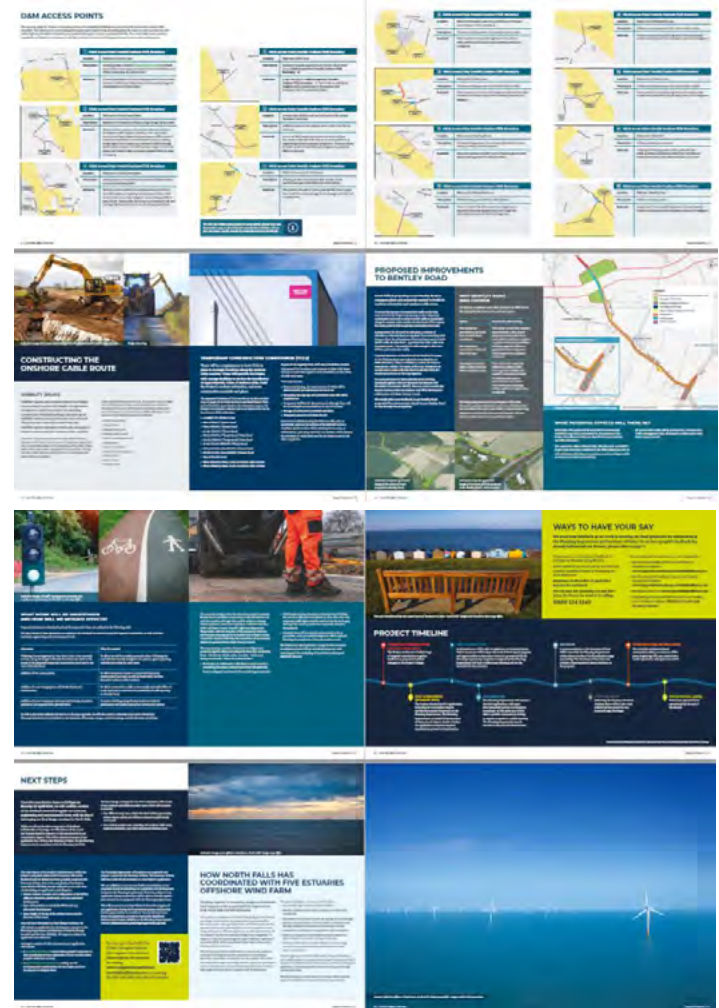
As well as offering Essex County Council and Tendring District Council a pre-consultation briefing, we have also offered a post-consultation briefing to Mistley, Great Bromley, Little Bentley and Tendring parish councils – the four parishes our Bentley Road mailing zone passes through.

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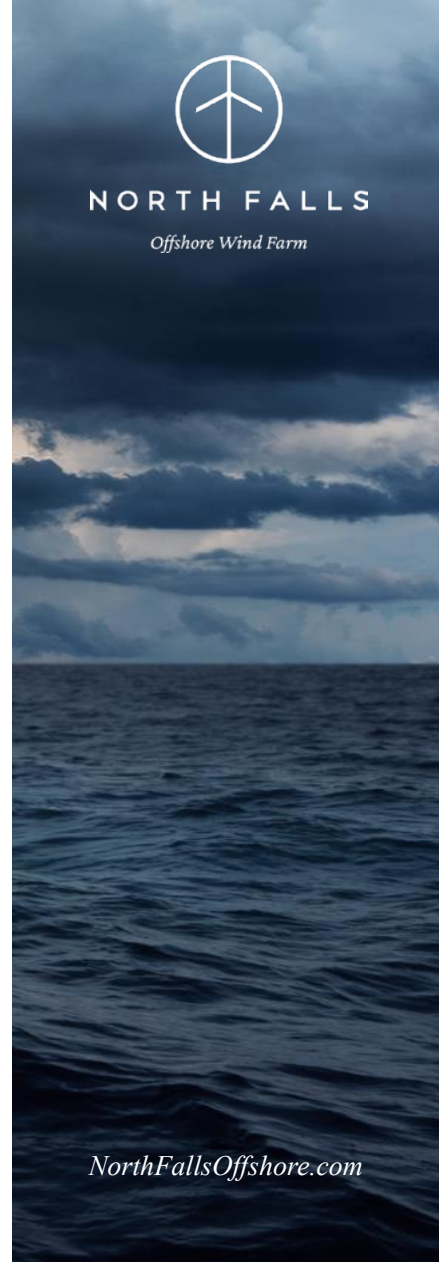
Brochure



The image shows the cover and the first two pages of a brochure. The cover features the North Falls logo, the text "NORTH FALLS Offshore Wind Farm", and "TARGETED CONSULTATION". The first page contains a "CONTENTS" table and a "READING THIS BROCHURE" section. The second page is divided into four columns: "INTRODUCTION TO THIS TARGETED CONSULTATION", "WHAT WE ARE CONSULTING ON", "ABOUT THE PROJECT", and "STORY SO FAR PROJECT UPDATE".



The image shows pages 3 through 6 of the brochure. Page 3 includes "DAM ACCESS POINTS" and "CONSTRUCTING THE ONSHORE CABLE ROUTE". Page 4 features "PROPOSED IMPROVEMENTS TO BENTLEY ROAD" and "WAYS TO HAVE YOUR SAY". Page 5 contains "PROJECT TIMELINE" and "NEXT STEPS". Page 6 includes "HOW NORTH FALLS HAS COORDINATED WITH FIVE ESTUARIES OFFSHORE WIND FARM".



3D visualisation video



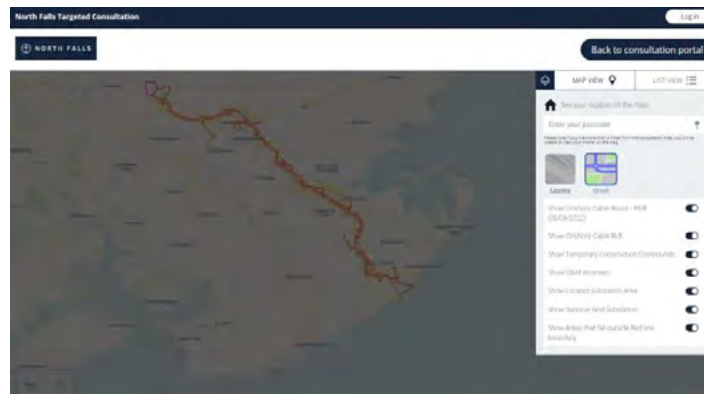
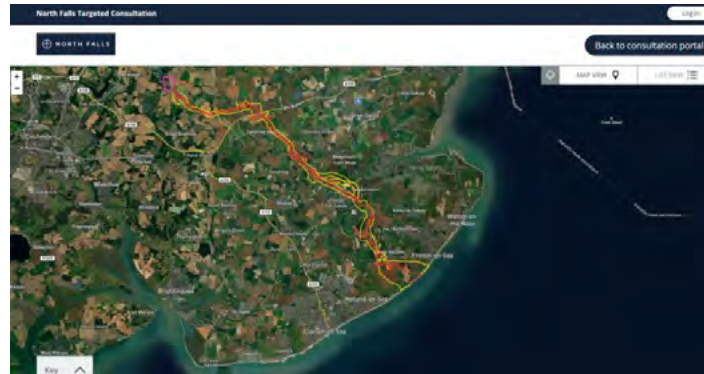
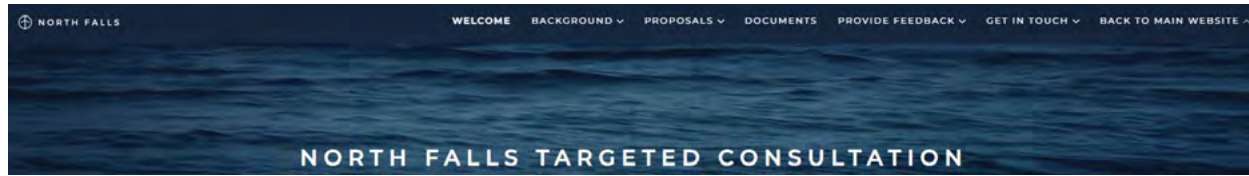
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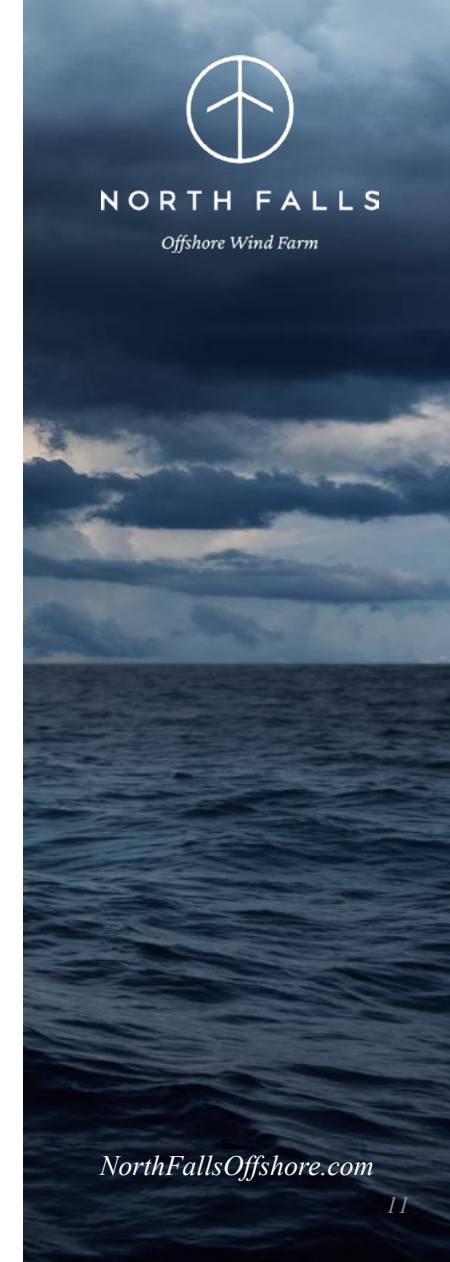


Website



11 July 2024

Presentation Name



PEIR Addendum



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Offshore Wind Farm

PRELIMINARY ENVIRONMENTAL INFORMATION REPORT

PEIR Addendum

Document Reference No: 004908418-01

Date: March 2024

Revision: 01

11 July 2024

Presentation Name



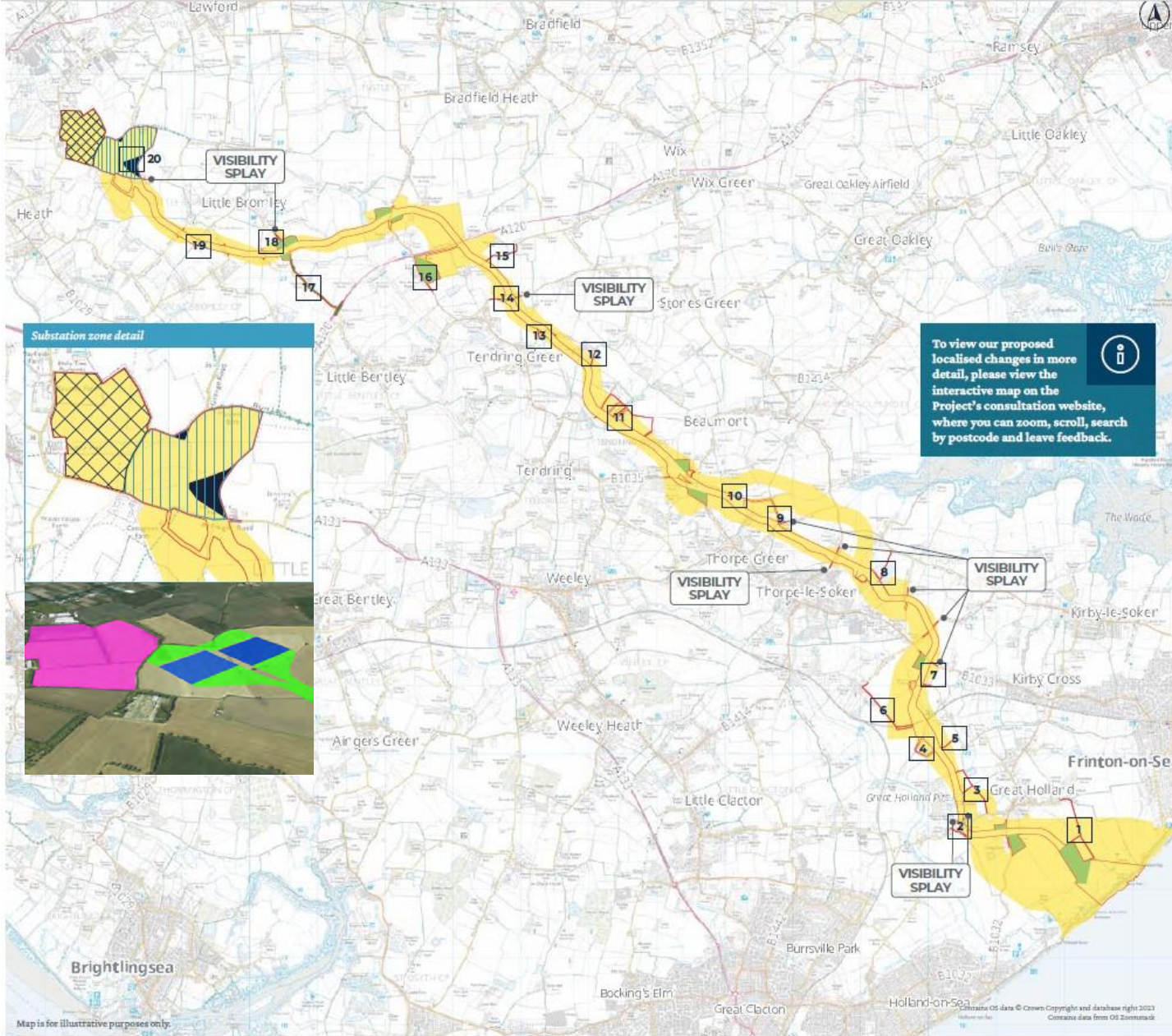
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Overview map



Permanent works relating to onshore cable corridor



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Fields south of Little Clacton Road



Between Barlon Road and Spratts Lane



South of Walton Road



North Falls and Five Estuaries' proposed co-located onshore substation zone.



North of Tendring Road

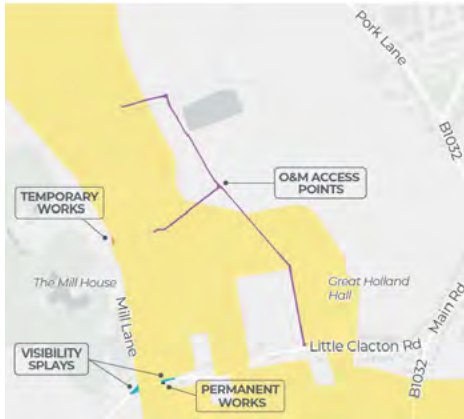
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Temporary works relating to haul roads for construction



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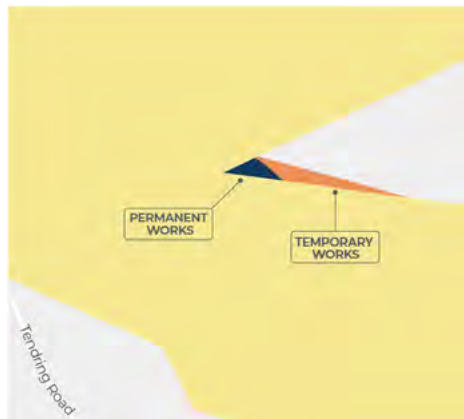
North of Little Clacton Road



South of Railway Line (Sunshine Coast Line)



Fields around Golden Lane



North of Tendring Road



South of the A120 / B1035 roundabout

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O&M access points



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Fields south of Short Lane



Fields south of Little Clacton Road



North of Little Clacton Road



Field west of Pork Lane



Southern part of field north and field south of the railway (Sunshine Coast Line).

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O&M access points (2)



Fields west of Pork Lane



South of Walton Road



Fields around Golden Lane



Fields around Tendring Brook



Fields south of Wolves Hall Lane



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O&M access points (3)



Fields north of Wolves Hall Lane



Fields north of Stone Green



Fields south of the A120



Fields east of Bentley Road



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Constructing the onshore cable route – visibility splays

Visibility splays are locations where the Project is proposing to reduce the height of vegetation to improve overall road safety, by ensuring construction vehicles leaving a site have good visibility before joining the local road network.

There are 11 locations that have been identified following discussion with Essex County Council's highways department and more detailed design work, including safety audits:

- Fields south of Little Clacton Road
- Thorpe Road
- Sneating Hall Lane
- Damant's Farm Lane
- B1414 / Landermere Road
- Fields around Golden Lane
- Fields north of Stones Green
- South of the A120 / B1035 roundabout
- Field east of Bentley Road
- Payne's Lane
- Ardleigh Road

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Constructing the onshore cable route – temporary construction compounds (TCCs)

There will be a requirement to have TCCs in place in strategic locations along the onshore cable corridor.

These will provide the Project with facilities to service the installation of approximately 24km of onshore cable, build the Project's onshore substation, and store construction materials and plant.

There are 12 locations that have been identified:

- Landfall TCC off Short Lane
- East of B1032 / Clacton Road
- West of B1032 / Clacton Road
- South of B1033 / Thorpe Road
- North of B1035 / Tendring Road, south of Swan Road
- North of B1035 / Thorpe Road, west of Swan Road
- South of A120 off B1035 / Thorpe Road
- North of A120, east of B1035 / Clacton Road
- North of A120, west of B1035 / Clacton Road
- East of Bentley Road
- West of Bentley Road, north of onshore cable corridor
- West of Bentley Road, south of onshore cable corridor

Once we have finished using the TCCs we will, as far as practicable, reinstate the surface of the affected land to a condition similar to that which existed prior to entry.



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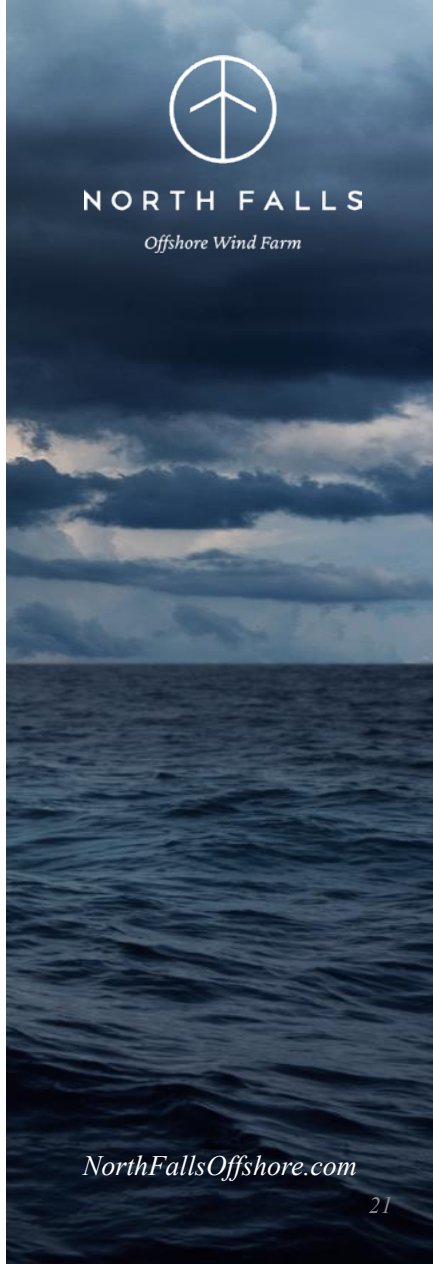
NorthFallsOffshore.com

20

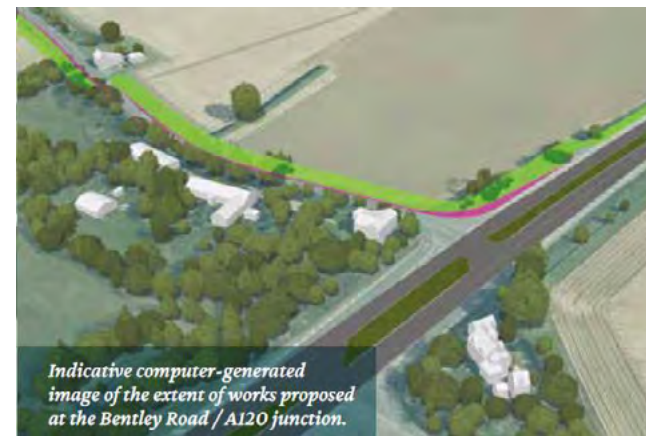
Bentley Road – overview



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Bentley Road – why it was chosen

- Following assessments and consideration of three alternative options, the use of Bentley Road was considered the option most likely to reduce engineering complexity and have the lowest overall impact. This was therefore taken forward as the preferred option.
- North Falls is proposing to use Bentley Road to transport plant and materials needed to build its onshore substation and onshore cable route.
- To reduce the amount of construction traffic on the local road network, the Project is proposing to use a temporary construction haul road to route as much traffic as practicable along the onshore cable corridor.
- Bentley Road will be used as the access point to this temporary construction haul road.
- In preparation for this work to take place, a number of alterations to Bentley Road are required. The overarching need being to allow the safe passing of two-way heavy goods vehicle (HGV) traffic. Bentley Road – approximately 5.15m wide at its narrowest point – is currently not wide enough to allow two HGVs to pass each other safely.

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Bentley Road – alterations and why they’re needed

Alteration	Why it’s needed
Widening the carriageway from 5.15m-5.5m currently to 6.5m, along the length of Bentley Road from the A120 to the access to the proposed temporary construction haul road to the west of Bentley Road.	To allow two HGVs to safely pass each other. Widening the road will also broadly straighten it in places, again improving visibility and safety for road users.
Addition of two access points.	To allow temporary access to a proposed temporary construction haul road, as well as North Falls’ and Five Estuaries’ onshore cable corridors.
Addition of a new merging lane off the Bentley Road / A120 junction.	To allow construction traffic to more easily and safely filter on to the A120 and to minimise the possibility of traffic queuing on Bentley Road.
Addition of a new temporary cycleway and footway, located in parallel to, but separate from, Bentley Road.	To make travelling along Bentley Road safer for pedestrians and cyclists during the construction period.



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Bentley Road – work to be undertaken and mitigating effects

We currently anticipate that the alterations needed to prepare Bentley Road to facilitate construction could take between six and nine months.

We are proposing a number of measures to mitigate any potential negative effects and safeguard those that use Bentley Road:

- In collaboration with Essex County Council, considering imposing a reduced speed limit along Bentley Road to safeguard road users before and during construction
- One lane will need to be closed at a time. If so, two-way temporary traffic lights could be used to keep the road open, although the road may need to be completely closed for short periods
- Roadside trees will be retained and protected as far as practicable, and any roadside hedgerows will be replaced following the completion of the construction works

The Project may also implement a range of other measures to mitigate potential effects, including temporary noise screening and the stockpiling of materials to reduce peak daily HGV demand.



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Project timeline



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We are here



11 July 2024

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Next steps

We will have regard to all feedback received during the targeted consultation period when finalising our application and preparation for DCO submission.

Once we have developed our final design envelope, we will submit an application for development consent to the Planning Inspectorate and Secretary of State for Energy Security and Net Zero (DESNZ). We expect to submit our application later this year.

The final design envelope for our DCO submission will consist of our onshore and offshore project area, which will continue to include:

- Our offshore array area, where the WTGs, subsea export cables and offshore substation platform(s) are located
- Our onshore project area, including the onshore cable route, onshore substation, and other associated infrastructure

The Planning Inspectorate will examine our proposals and prepare a report for the Secretary of State. The Secretary of State will then make the final decision on the Project's application.

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Thank you



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APPENDIX G

G.12

*Email to Great Bromley, Mistley and
Little Bromley Parish Councils to follow up
offer for meeting – 12 March 2024*

Mistley Parish Council

From: North Falls <contact@northfallsoffshore.com>
Date: Tue, Mar 12, 2024 at 12:21 PM
Subject: Re: North Falls Offshore Wind Farm Advance notice of upcoming targeted consultation running from Thursday 14 March to 11:59pm Monday 22 April 2024
To: <clerk@mistleyparishcouncil.gov.uk>

Dear [REDACTED]

We're following up on Daniel's previous email (dated 22 February) to see whether a targeted consultation briefing from the North Falls project team would be of interest to the parish council. As outlined previously, this briefing would take place during the week beginning Monday 18 March. We can see that you have passed the invitation on to the councillors. If any / all of the councillors would like a briefing, please respond to this email with dates and times convenient for them.

Finally, a reminder that North Falls' targeted consultation will commence from Thursday 14 March 2024 and we will be emailing the parish council formally on 13 March as a statutory consultee. More information will also be available via <https://targetedconsultation.northfallsoffshore.com> from 14 March. Information relating to the project's previous stages of consultation, including its Preliminary Environmental Information Report (PEIR), remains available via www.northfallsoffshore.com.

Kind regards
North Falls Offshore Wind Farm - Community Relations Team

Great Bromley Parish Council

From: North Falls <contact@northfallsoffshore.com>
Date: Tue, Mar 12, 2024 at 12:25 PM
Subject: Re: North Falls Offshore Wind Farm Advance notice of upcoming targeted consultation running from Thursday 14 March to 11:59pm Monday 22 April 2024
To: clerk@gbpc.org.uk <clerk@gbpc.org.uk>

Dear [REDACTED]

We're following up on Daniel's previous email (dated 22 February) to see whether a targeted consultation briefing from the North Falls project team would be of interest to the parish council. As outlined previously, this briefing would take place during the week beginning Monday 18 March. If any / all of the councillors would like a briefing, please respond to this email with dates and times convenient for them.

Finally, a reminder that North Falls' targeted consultation will commence from Thursday 14 March 2024 and we will be emailing the parish council formally on 13 March as a statutory consultee. More information will also be available via <https://targetedconsultation.northfallsoffshore.com> from 14 March. Information relating to the project's previous stages of consultation, including its Preliminary Environmental Information Report (PEIR), remains available via www.northfallsoffshore.com.

Kind regards
North Falls Offshore Wind Farm - Community Relations Team

Little Bentley Parish Council

From: North Falls <contact@northfallsoffshore.com>
Date: Tue, Mar 12, 2024 at 12:26 PM
Subject: Re: North Falls Offshore Wind Farm Advance notice of upcoming targeted consultation running from Thursday 14 March to 11:59pm Monday 22 April 2024
To: <ltbentleyparish@gmail.com>

Dear [REDACTED]

We're following up on Daniel's previous email (dated 22 February) to see whether a targeted consultation briefing from the North Falls project team would be of interest to the parish council. As outlined previously, this briefing would take place during the week beginning Monday 18 March. If any / all of the councillors would like a briefing, please respond to this email with dates and times convenient for them.

Finally, a reminder that North Falls' targeted consultation will commence from Thursday 14 March 2024 and we will be emailing the parish council formally on 13 March as a statutory consultee. More information will also be available via <https://targetedconsultation.northfallsoffshore.com> from 14 March. Information relating to the project's previous stages of consultation, including its Preliminary Environmental Information Report (PEIR), remains available via www.northfallsoffshore.com.

Kind regards
North Falls Offshore Wind Farm - Community Relations Team



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.13

*Email to Great Bromley and Mistley Parish
Councils to follow up again on offer for meeting –
22 March 2024*

Mistley Parish Council

From: **North Falls** <contact@northfallsoffshore.com>

Date: Fri, Mar 22, 2024 at 3:08 PM

Subject: Re: North Falls Offshore Wind Farm Advance notice of upcoming targeted consultation running from Thursday 14 March to 11:59pm Monday 22 April 2024

To: <clerk@mistleyparishcouncil.gov.uk>

Dear [REDACTED]

We wanted to reach out one final time to see whether a virtual briefing would be of interest to the council? Please let us know if so and we will arrange.

If not, then a reminder that all information relating to our targeted consultation is available on our targeted consultation website: <https://targetedconsultation.northfallsoffshore.com/>.

Please note that the consultation will end on 22 April 2024.

Kind regards

North Falls Offshore Wind Farm - Community Relations Team

Great Bromley Parish Council

From: **North Falls** <contact@northfallsoffshore.com>

Date: Fri, Mar 22, 2024 at 3:05 PM

Subject: Re: North Falls Offshore Wind Farm Advance notice of upcoming targeted consultation running from Thursday 14 March to 11:59pm Monday 22 April 2024

To: clerk@gbpc.org.uk <clerk@gbpc.org.uk>

Dear [REDACTED]

We wanted to reach out one final time to see whether a virtual briefing would be of interest to the council? Please let us know if so and we will arrange.

If not, then a reminder that all information relating to our targeted consultation is available on our targeted consultation website: <https://targetedconsultation.northfallsoffshore.com/>.

Please note that the consultation will end on 22 April 2024.

Kind regards

North Falls Offshore Wind Farm - Community Relations Team



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APPENDIX G

G.14

*Stage 4 (targeted) consultation section 42
site notice for unregistered land parcels*



NORTH FALLS

Offshore Wind Farm

Date: 14 March 2024

North Falls Offshore Wind Farm Targeted Consultation under Section 42 of the Planning Act 2008

To Whom It May Concern,

We are writing to consult with you on the proposed North Falls Offshore Wind Farm ('North Falls' or 'the Project'). This Project is being promoted by North Falls Offshore Wind Farm Limited, company number 12435947, with a registered office at Windmill Hill Business Park, Whitehill Way, Swindon, Wiltshire, SN5 6PB ('the Applicant'). North Falls is an equal joint venture between SSE Renewables and RWE. The Applicant is carrying out this targeted consultation under Section 42 of the Planning Act 2008 ('the Act').

North Falls is a proposed offshore wind farm located in the southern North Sea, approximately 42 kilometres from the East Anglia 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 near Frinton-on-Sea.

The Project will have a generating capacity exceeding 100MW and is therefore classified as a Nationally Significant Infrastructure Project (NSIP), for which a Development Consent Order (DCO) is required. The Applicant therefore intends to submit a DCO application which will contain full details of the Project. North Falls is an Environmental Impact Assessment (EIA) development and will therefore be accompanied by an Environmental Statement in accordance with the Act and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. It is anticipated the proposed DCO will, if granted and among other things, authorise the construction, operation and maintenance and decommissioning of an offshore wind generating station and associated development comprised in the Project.

If the DCO application is accepted, the Planning Inspectorate will process and examine the application and make a recommendation for approval or refusal to the Secretary of State for Energy Security and Net Zero. The final decision to approve or refuse the application will be made by the Secretary of State.

Targeted Consultation on North Falls

Since the close of the statutory consultation in July 2023, the proposed DCO application for North Falls has continued to develop, which has resulted in additional land being included within the proposed DCO application boundary. This targeted consultation is therefore in addition to the statutory consultation previously undertaken and is directed at consultees who have been identified as having or may have an interest in the additional land that forms part of this targeted consultation.

This targeted consultation begins on **14 March 2024 and closes at 11.59pm on 22 April 2024**. Information on this targeted consultation and the changes being consulted on can be viewed via the Project's consultation website www.targetedconsultation.northfallsoffshore.com.

While the information publicised is considered up to date at the time the targeted consultation takes place, this is an ongoing process and the red line boundary will be confirmed at the point of DCO application.

Consultation Materials

The consultation materials are available to view and download free of charge via www.targetedconsultation.northfallsoffshore.com from the beginning of the targeted consultation on **14 March 2024 until at least 11.59pm on 22 April 2024** and include:

- Targeted consultation brochure, which provides a non-technical overview of the localised changes (including additional land) to the Project, as well as plans and maps showing the nature and location of the proposed changes;
- Feedback form
- PEIR Addendum, a supplement to the PEIR which considers the likely significant effects of the proposed changes; and
- Consultation website, which hosts digital versions of the consultation brochure, PEIR Addendum, and feedback form. It also includes an interactive map, where you can zoom in, search by postcode, explore the updated proposals in more detail and provide feedback.

The PEIR chapters and reports including documents, plans and maps showing the nature and location of North Falls can be accessed directly under the ‘Documents’ tab of the North Falls website and at the following link: www.northfallsoffshore.com/peir. Please note that the EIA is an ongoing process and the information contained within the PEIR is subject to change as the design of the Project develops.

Alternatively, copies of the documents can be requested by calling **0800 254 5340** or by emailing contact@northfallsoffshore.com. These contact details can also be used for any enquiries relating to the documents, plans and maps accompanying this consultation.

Electronic copies of the documents on a USB stick can be requested free of charge. Paper copies of the targeted consultation materials and the PEIR Non-Technical Summary can be provided on request free of charge. Due to the size of the PEIR, a charge of £3,500 would be applied for a paper copy, to cover the production costs.

How to Respond to the Consultation

Your response to this consultation must be received no later than **11.59pm on 22 April 2024**. Responses received after this time may not be considered.

If you would like to provide feedback as part of this targeted consultation, you can do so by using the following methods:

- Completing the feedback form enclosed and returning it free of charge by following the instructions on the back page of the form;
- Using the online interactive map on our consultation website: www.targetedconsultation.northfallsoffshore.com. The map allows you to scroll, zoom and search by post code;
- Sending an email to contact@northfallsoffshore.com; or
- Sending a letter to our freepost address: **FREEPOST North Falls**.

When providing your response, please include your name and contact details and confirm the nature of your interest in the Project.

Please note that representations received and any accompanying personal data, such as the names of persons over 18, may be made public. If you do not wish personal information to be made public, you should state that when submitting your representation. Responses and personal data may be provided to the Secretary of State, the Planning Inspectorate or other relevant statutory authorities in accordance with the requirements of the Planning Act 2008. To find out about how the Applicant will manage your personal data please refer to our Privacy Notice: consultation.northfallsoffshore.com/privacy.

Yours faithfully

Daniel Harper

Daniel Harper
Consents Manager
North Falls Offshore Wind Farm



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.15

*Update on changes to Project following
statutory consultation press release*

MEDIA RELEASES

6th September 2023

North Falls project changes following consultation

- Consultation feedback results in a number of project changes for North Falls Offshore Wind Farm
- Project removes northern offshore array area from its proposals reducing visual impact of the wind farm
- Distance from shore increases from 22 kilometres to 42 kilometres

The proposed southern North Sea offshore wind farm, North Falls, has made a number of key project changes following a review of feedback received from its statutory consultation held during the summer.

The consultation comprised five face-to-face events in Essex and two webinars with a total of 231 attendees, and a resulting 642 pieces of written feedback from individuals, statutory bodies and community consultees.

In terms of outcomes from the feedback review, most significantly the project has dropped the northern offshore wind farm array area from its plans which will reduce both its visibility from shore and its offshore footprint, resulting in benefits for marine users such as fisheries and shipping.

North Falls is a proposed extension to the existing 504-megawatt Greater Gabbard Offshore Wind Farm. It comprises an offshore array area of 95km² off the East Anglia coast and a proposed onshore grid connection in Tendring, Essex. Prior to the consultation review it comprised two offshore array areas totaling 150km².

The array removal also means that the wind farm's closest point to shore will now be 42 kilometres, rather than the previous 22 kilometres, which will make a significant difference to what will be visible, particularly from the Suffolk coast.

North Falls Project Director, Andy Paine said: "North Falls completed its statutory consultation phase in July and since then the team has been reviewing the feedback and responses and determining how elements can be considered and what influence they can have on the proposals".

Further changes since the end of consultation include a reduction in the number and maximum height of the project's wind turbines, closer working with adjacent project Five Estuaries Offshore Wind Farm, and continuing with an offshore grid connection option as part of its proposals.

North Falls has recently published a newsletter with an overview of the most widely submitted feedback and a summary of how it has been taken into account within the proposals that will be submitted as part of the development consent order application next year.

More information about the project and about the outcomes of the consultation can be found on the project website: www.northfallsoffshore.com.

North Falls Offshore Wind Farm is being developed by a 50/50 joint venture company owned equally by SSE Renewables and RWE.



NORTH FALLS

Offshore Wind Farm

APPENDIX G

G.15.1

*Coverage of update on changes to Project following
statutory consultation press release*

Plans for Frinton North Falls windfarm changed

6th September 2023

ENVIRONMENT



Eco-friendly - The Greater Gabbard Offshore Wind Farm (Image: Archant)

By **Natalie Hensel**

Reporter

[@HenselNatalie](#)

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No Comments

...with trip

apply.

BOOK

THE power of the people has resulted in plans for a wind farm off the Tendring coastline being changed after the views of residents were considered.

The North Falls offshore wind farm project will now be built 42km away from the Frinton shore after concerns were raised by residents.

The North Sea development, which was initially meant to be positioned 22 km away, will also be smaller in size, shrinking from the planned 150 km² to 95 km².

The changes come after feedback from locals questioned the location of the wind farm and its proximity to the coast.

The project is taking place in collaboration with the Five Estuaries development and is part of plans to extend the Greater Gabbard offshore wind farm and RWE's aim to become carbon neutral by 2040.

As part of the scheme trenches will be drilled horizontally at a depth of at least 1.2-metres where possible, but not shallower than 0.9-metres.

The wind park will also only have one substation, which will be built east of Kirby Brook, avoiding Holland Haven Marshes to preserve the site of special scientific interest.

Its size has been brought down by two hectares from the anticipated eight hectares in the original plans.

According to bosses at North Falls, the cables will not go underneath the Frinton beach huts and there will not be any permanent buildings, leaving the area with "no noticeable difference".

Developers hope the wind farm receives permission to be built within the next two to three years and could be in operation by the end of the decade.

North Falls project changes following CONSULTATION



- Consultation feedback results in a number of project changes for North Falls Offshore Wind Farm.
- Project removes northern offshore array area from its proposals reducing visual impact of the wind farm.
- Closest distance from shore increases from 22 kilometres to 42 kilometres.

The proposed southern North Sea offshore wind farm, North Falls, has made a number of key project changes following a review of feedback received from its statutory consultation held during the summer.

The consultation comprised five face-to-face events in Essex and two webinars with a total of 231 attendees, and a resulting 642 pieces of written feedback from individuals, statutory bodies and community consultees.

In terms of outcomes from the feedback review, most significantly the project has dropped the northern offshore wind farm array area from its plans which will reduce both its visibility from shore and its offshore footprint, resulting in benefits for marine users such as fisheries and shipping.

North Falls is a proposed extension to the existing 504-megawatt Greater Gabbard Offshore Wind Farm. It comprises an offshore array area of 95km² off the East Anglia coast and a proposed onshore grid connection in Tendring, Essex. Prior to the consultation review it comprised two offshore array areas totaling 150km².

The array removal also means that the wind farm's closest point to shore will now be 42 kilometres, rather than the previous 22 kilometres, which will make a significant difference to what will be visible, particularly from the Suffolk coast.

North Falls Project Director, Andy Paine, said: "North Falls completed its statutory consultation phase in July and since then the team has been reviewing the feedback and responses and determining how elements can be considered and what influence they can have on the proposals".

Further changes since the end of consultation include a reduction in the number and maximum height of the project's wind turbines, closer working with adjacent project Five Estuaries Offshore Wind Farm, and continuing with an offshore grid connection option as part of its proposals.

North Falls has recently published a **newsletter** with an overview of the most widely submitted feedback and a summary of how it has been taken into account within the proposals that will be submitted as part of the development consent order application next year.

North Falls Offshore Wind Farm is being developed by a 50/50 joint venture company owned equally by SSE Renewables and RWE.

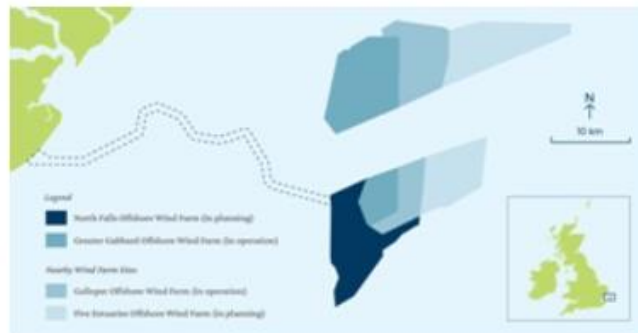
North Falls removes the northern array and reduces the number of turbines

📁 Category: Projects and Contracts

📅 Published: 06 September 2023



The proposed southern North Sea offshore wind farm, North Falls, has made a number of key project changes following a review of feedback received from its statutory consultation held during the summer.



The consultation comprised five face-to-face events in Essex and two webinars with a total of 231 attendees, and a resulting 642 pieces of written feedback from individuals, statutory bodies and community consultees.

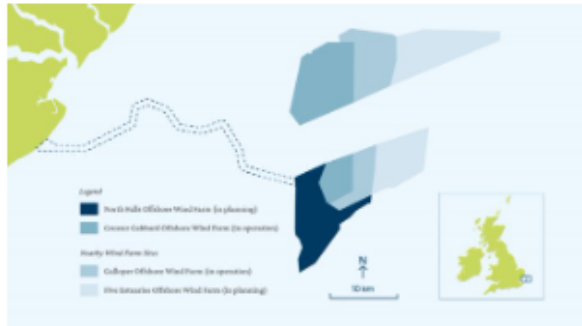
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North Falls is a proposed extension to the existing 504-megawatt Greater Gabbard Offshore Wind Farm. It comprises an offshore array area of 95km² off the East Anglia coast and a proposed onshore grid connection in Tendring, Essex. Prior to the consultation review it comprised two offshore array areas totaling 150km².

The array removal also means that the wind farm's closest point to shore will now be 42 kilometres, rather than the previous 22 kilometres. Further changes since the end of consultation include a reduction in the number and maximum height of the project's wind turbines, closer working with adjacent project Five Estuaries Offshore Wind Farm, and continuing with an offshore grid connection option as part of its proposals. North Falls Offshore Wind Farm is being developed by a 50/50 joint venture company owned equally by SSE Renewables and RWE.

North Falls Offshore Wind Farm Retools Plans After Critiques

By **Nina Korman** - September 6, 2023



Following a review of feedback received from recent meetings with stakeholders, government officials and members of the public, the proposed [North Falls Offshore Wind Farm](#), located in the southern part of the North Sea, near the southeastern coast of England, has made a number of key project changes.

North Falls is a proposed extension to the existing 504 MW [Greater Gabbard Offshore Wind Farm](#). It comprises an offshore array area of 37 square miles off the East Anglia coast and a proposed onshore grid connection in Tendring, Essex. Prior to the meetings, it comprised two offshore array areas totaling 58 square miles.

As a result of the meetings, the most significant change to the project is dropping the northern offshore wind farm array area from its plans, which will reduce both its visibility from shore and its offshore footprint, resulting in benefits for marine users such as fisheries and shipping.

Removing that array also means that the wind farm's closest point to shore will now be 26 miles, rather than the previous 13 miles, making it much less visible, particularly from the Suffolk coast.

Other changes being implemented include reducing the number and maximum height of the project's wind turbines, working more closely with adjacent project [Five Estuaries Offshore Wind Farm](#) and continuing with an offshore grid connection option as part of its proposals.

A joint venture company owned equally by [SSE Renewables](#) and [RWE](#) is North Falls Offshore Wind Farm's developer. The revised proposals will be submitted as part of the development consent order application next year.

Legend

- North Falls Offshore Wind Farm (in planning)
- Greater Gabbard Offshore Wind Farm (in operation)

Nearby Wind Farm Sites

- Five Fingert Offshore Wind Farm (in planning)

RWE, SSE Renewables revise North Falls

Developers have made changes to the project off Essex that will reduce its footprint and its visibility from shore

7 September 2023 Offshore Wind [Image: RWE/SSE Renewables]

RELATED STORIES



SSE, Equinor notch first power at Dogger Bank
9 OCTOBER 2023

RWE and SSE Renewables have made changes to their proposed southern North Sea offshore wind farm, North Falls.

Following a review of feedback received from its statutory consultation held during the summer the joint venture partners have dropped the northern offshore wind farm array area from plans which will reduce both its visibility from shore and its offshore footprint.

This will result in benefits for marine users such as fisheries and shipping the partners said.

The consultation comprised five face-to-face events in Essex and two webinars with a total of 231 attendees, and a resulting 642 pieces of written feedback from individuals, statutory bodies and community consultees.

North Falls is a proposed extension to the existing 504MW Greater Gabbard Offshore Wind Farm. It comprises an offshore array area of 95 sq km off the East Anglia coast and a proposed onshore grid connection in Tendring, Essex.

Prior to the consultation review it comprised two offshore array areas totalling 150 sq km.

The array removal also means that the wind farm's closest point to shore will now be 42 km, rather than the previous 22 km, which will make a significant difference to what will be visible, particularly from the Suffolk coast.

North Falls Project Director Andy Paine said: "North Falls completed its statutory consultation phase in July and since then the team has been reviewing the feedback and responses and determining how elements can be considered and what influence they can have on the proposals".

Further changes since the end of consultation include a reduction in the number and maximum height of the project's wind turbines, closer working with adjacent project Five Estuaries Offshore Wind Farm, and continuing with an offshore grid connection option as part of its proposals.

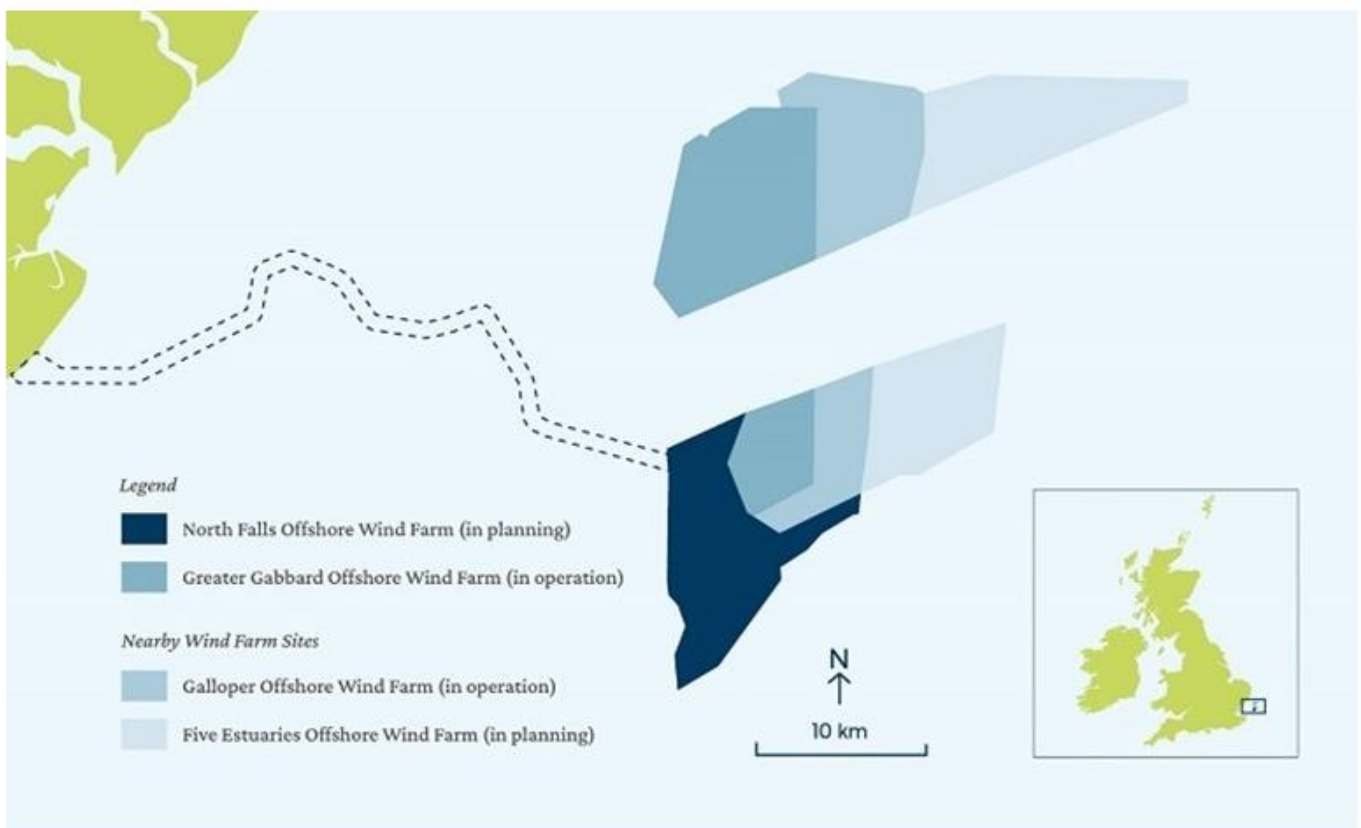
North Falls has recently published a newsletter with an overview of the most widely submitted feedback and a summary of how it has been taken into account within the proposals that will be submitted as part of the development consent order application next year.

RWE, SSE Renewables revise North Falls

Home / News / 2023 / September / RWE, SSE Renewables revise North Falls

Posted on 07 September 2023

Latest News



Developers have made changes to the project off Essex that will reduce its footprint and its visibility from shore.

RWE and SSE Renewables have made changes to their proposed southern North Sea offshore wind farm, North Falls.

Following a review of feedback received from its statutory consultation held during the summer the joint venture partners have dropped the northern offshore wind farm array area from plans which will reduce both its visibility from shore and its offshore footprint.

This will result in benefits for marine users such as fisheries and shipping the partners said.

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North Falls is a proposed extension to the existing 504MW Greater Gabbard Offshore Wind Farm. It comprises an offshore array area of 95 sq km off the East Anglia coast and a proposed onshore grid connection in Tendring, Essex.

Prior to the consultation review it comprised two offshore array areas totalling 150 sq km.

The array removal also means that the wind farm's closest point to shore will now be 42 km, rather than the previous 22 km, which will make a significant difference to what will be visible, particularly from the Suffolk coast.

North Falls Project Director Andy Paine said: "North Falls completed its statutory consultation phase in July and since then the team has been reviewing the feedback and responses and determining how elements can be considered and what influence they can have on the proposals".

Further changes since the end of consultation include a reduction in the number and maximum height of the project's wind turbines, closer working with adjacent project Five Estuaries Offshore Wind Farm, and continuing with an offshore grid connection option as part of its proposals.

North Falls has recently published a newsletter with an overview of the most widely submitted feedback and a summary of how it has been taken into account within the proposals that will be submitted as part of the development consent order application next year.

[← Back to overview](#)

SSE and RWE Tweak North Falls Project Following Public Input, DCO Application Now Expected in 2024

WIND FARM UPDATE

September 7, 2023, by Adrijana Buljan

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RWE and SSE Renewables have made a number of changes to the North Falls offshore wind project in the UK, a proposed extension to the existing 504 MW Greater Gabbard, whose implementation will likely move the planned date for filing a development consent order (DCO) application into 2024. The most significant changes to the project plans include removing the northern array area and reducing the number and height of wind turbines.



Revised map of the North Falls project without the northern array; Image courtesy of North Falls Offshore Wind Farm Limited

The developers are tweaking the project following a review of the feedback received from the North Falls statutory consultation held during the summer.

Initially, North Falls comprised two offshore array areas totalling 150 square kilometres and will now have a single array occupying 95 square kilometres. This also moves the wind farm farther offshore, with its closest point to shore now being 42 kilometres, 20 kilometres farther out at sea than proposed originally.

Removing the northern array area will reduce the project's offshore footprint, alleviating concerns from the shipping sector and reducing the impact on birds, according to the North Falls Offshore Wind Farm Limited, the joint venture company owned 50/50 by SSE and RWE. Furthermore, with North Falls now planned to be farther away from shore, there will be a significant difference in what will be visible, particularly from the Suffolk coast, the developers said.

The number of wind turbines has been cut from 72 to 57 and the joint venture also agreed to implement the feedback received on the **wind turbine height**, which will be reduced by 20 metres, from 397 metres to 377 metres.

Further changes include closer working with the adjacent Five Estuaries offshore wind project, being developed by a consortium led by RWE, and continuing with an offshore grid connection option as part of its proposals, as well as several actions related to the project's onshore infrastructure and activities.

The next steps for North Falls will be to progress its Environmental Statement and other documents, including the Planning Statement and Consultation Report, in preparation for filing the application to the UK Planning Inspectorate.

According to the developers, to fully implement the changes to the project will require additional efforts related to technical and engineering design, consultation and planning, and research – which means the date the project intends to submit its development consent order (DCO) application is under review and is likely to move into 2024.



NORTH FALLS

Offshore Wind Farm

APPENDIX H

H.1

*North Falls Offshore Wind Farm
requests for Scoping Opinion*



NORTH FALLS

Offshore Wind Farm

Our Reference:

004027770-04

Contact:

Mr Daniel Harper MRICS

Tel +44 (0) [REDACTED]
[REDACTED]@sse.com

Date: Friday 16th July 2021

The Planning Inspectorate
The Square
Temple Quay
Room 3 O/P
Temple Quay House 2
Bristol
BS1 6PN

North Falls Offshore Wind Farm Request for Scoping Opinion

Dear Ms Feekins-Bate,

North Falls Offshore Wind Ltd is preparing to submit an application for a Development Consent Order (DCO) in accordance with the Planning Act 2008 for an offshore wind farm with associated grid connection works, known as North Falls Offshore Wind Farm (the **Project**).

Please accept this letter as notification under Regulation 8(1)(b) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (SI 572) (as amended) (the **EIA Regulations**) that North Falls Offshore Wind Ltd proposes to undertake an Environmental Impact Assessment and provide an Environmental Statement in respect of the Project.

Please also accept this letter as a formal request for a Scoping Opinion in respect of the Project pursuant to Regulation 8 of the EIA Regulations. In accordance with Regulation 8(3) of the EIA Regulations, this request is supported by a separate Scoping Report which contains a plan identifying the land to which the Project relates, a description of the nature and purpose of the Project and of its possible effects on the environment, as well as further information on the proposed content of the Environmental Statement; including North Falls Offshore Wind Ltd proposed approach to data gathering and impact assessment. A copy of the Scoping Report has been provided separately via BOX file exchange, which you have kindly acknowledged receipt earlier this morning, being Friday 16th July 2021.

I look forward to receiving the Scoping Opinion in due course and should you wish to discuss anything further please do not hesitate to contact me.

Yours sincerely

Daniel Harper Digitally signed by Daniel Harper
Date: 2021.07.16 12:44:58
+01'00'

Yours sincerely
Daniel Harper MRICS
Consents Manager



NORTH FALLS

Offshore Wind Farm

APPENDIX H

H.2

*EIA Scoping Opinion
covering letter*



Environmental Services
Central Operations
Temple Quay House
2 The Square
Bristol, BS1 6PN

Customer Services: 0303 444 5000
e-mail: NorthFalls@
planninginspectorate.gov.uk

North Falls Offshore Wind Farm Limited
Windmill Hill Business Park
Whitehill Way
Swindon
Wiltshire
United Kingdom
SN5 6PB

Your Ref: N/A
Our Ref: EN010119-000019
Date: 26 August 2021

Dear Mr Harper,

Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulation 10

Proposed application by North Falls Offshore Wind Ltd (the Applicant) for an Order granting Development Consent for the North Falls Offshore Wind Farm (the Proposed Development)

Issue of Scoping Opinion and list of the consultation bodies notified by the Secretary of State

Thank you for your letter received on 16 July 2021 requesting a Scoping Opinion under Regulation 10 of the EIA Regulations and for the Scoping Report entitled Proposed North Falls Offshore Wind Farm and dated August 2021.

In accordance with Regulation 10 of the EIA Regulations the Planning Inspectorate on behalf of the Secretary of State (SoS) has:

- consulted the consultation bodies;
- taken account of the consultation responses received within the prescribed time period; and
- taken account of the specific characteristics of the Proposed Development as described by the Applicant and the environmental features likely to be affected by the Proposed Development .

The attached document entitled 'Scoping Opinion - Proposed North Falls Offshore Wind Farm' and dated August 2021 is the SoS's written opinion as to the information to be provided in the Environmental Statement (ES) which must be submitted with an application for development consent. It should be read in conjunction with your EIA Scoping Report.

All consultation responses received up to and including 16 August 2021 from the consultation bodies have been appended to and form part of the Scoping Opinion.

Any late consultation responses the Planning Inspectorate receives will be forwarded to you for your consideration and made available on our website:

<https://infrastructure.planninginspectorate.gov.uk>.

Under Regulation 11(1)(b) of the EIA Regulations, the Planning Inspectorate on behalf of the SoS is required to notify the Applicant of the list of consultation bodies notified in accordance with Regulation 11 of the EIA Regulations. The Planning Inspectorate has notified these consultation bodies that the Applicant intends to provide an ES in respect of the Proposed Development. They have also been informed of their duty under Regulation 11(3) to enter into consultation with the Applicant regarding preparation of the ES, if requested. Please find this list enclosed.

To clarify, the Planning Inspectorate has not identified any persons under Regulation 11(1)(c) of the EIA Regulations, who may be affected by the Proposed Development.

Please be aware that it is the responsibility of the Applicant to ensure their consultation fully accords with the requirements of the Planning Act 2008 (as amended), and associated regulations and guidance. The enclosed list has been compiled by the Planning Inspectorate on behalf of the SoS in its duty to notify the consultees in accordance with Regulation 11(1)(a) and, whilst it can inform the Applicant's own consultation, it should not be relied upon for that purpose.

If you have any queries, please do not hesitate to contact us.

Yours sincerely,

Marnie Woods

Marnie Woods
Senior EIA and Land Rights Advisor
on behalf of the Secretary of State

Enclosed:

- Secretary of State Scoping Opinion - Proposed North Falls Offshore Wind Farm, August 2021
- Regulation 11 Notification List

This communication does not constitute legal advice.

Please view our [Privacy Notice](#) before sending information to the Planning Inspectorate.



NORTH FALLS

Offshore Wind Farm

APPENDIX H

H.3

*Transboundary Screening notification from the
Planning Inspectorate to The Netherlands*



Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS) for the purposes of Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations)	
Project name:	North Falls Offshore Wind Farm
Address/Location:	<p>Offshore: an extension of the existing Greater Gabbard Offshore Wind Farm (GGOWF), located in the southern section of the North Sea approximately 22.5km off the coast of Essex (at its closest point) and associated offshore electrical connection equipment.</p> <p>Onshore: a landfall site within a 3km length of coastline between the settlements of Clacton-on-Sea and Frinton-on-Sea in the Tendring peninsula; and an onshore substation and onshore connection cable to be located within an area of search of approximately 150km² within the Tendring District Council (TDC) administrative area.</p>
Planning Inspectorate Ref:	EN010119
Date screening undertaken:	First screening – 3 February 2022 following the Applicant’s request for a scoping opinion.
EEA States identified for notification:	First screening – The Netherlands.

FIRST TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	North Falls Offshore Wind Farm – Environmental Impact Assessment Scoping Report (‘the Scoping Report’) 16 July 2021
Screening Criteria:	The Inspectorate’s Comments:
Characteristics of the Development	<p>Offshore</p> <p>The Proposed Development is for an extension to the existing Greater Gabbard Offshore Wind Farm (GGOWF), comprising up to 71 wind turbine generators with a total generating capacity of more than 100 megawatts (MW). The area of the offshore array is approximately 150 km², split over two array areas (north and south) linked by an interconnector cable. Each turbine would have a maximum rotor tip height of 397m above Mean High Water Springs (MHWS). The transmission system would be High Voltage Alternating Current (HVAC). There would be up to two offshore substation platforms and a cable</p>

	<p>route from the array areas to landfall, with a provisional length of 55km.</p> <p>Array cables of 33 to 132 kilovolt (kV) would link the turbines to the offshore substation(s), and up to four 400kV offshore export cables would carry the electricity from the substation(s) to the landfall point.</p> <p>Onshore</p> <p>Landfall for the offshore export cables is proposed between the settlements of Clacton-on-Sea and Frinton-on-Sea, at a point to be determined. The onshore components (including cables and a substation) connecting the wind farm to the electricity distribution network would be within an 'area of search' comprising approximately 150km² of land located within the administrative area of TDC.</p>
<p>Location of Development (including existing use) and Geographical area</p>	<p>Offshore</p> <p>The offshore array site is located within the southern section of the North Sea, approximately 12 nautical miles from the Essex coastline at its closest point. It is located in close proximity to two existing offshore wind farms: GGOWF and Galloper Offshore Wind Farm (GOWF). The Scoping Report identifies other planned potential wind farms in the region that may be considered as part of the cumulative impact assessment when it is undertaken, including Five Estuaries and East Anglia TWO.</p> <p>The offshore export cable corridor extends west from the array site to landfall on the Essex coastline, with a 3km area of search running between the settlements of Clacton-on-Sea and Frinton-on-Sea in Tendring.</p> <p>The Applicant has not identified the nearest EEA state to the Proposed Development. However, the offshore project area is illustrated on Figure 1.1 of the Scoping Report, which also includes an overview map to indicate the general relationship of the offshore project area to the coastlines of France, Belgium and the Netherlands.</p> <p>No information is provided in the Scoping Report about areas that could be affected which are under the jurisdiction of an EEA State.</p> <p>The Scoping Report describes that the offshore project area is located within a region that is important for commercial fishing, as well as shipping and navigation activity, and that there is a marine aggregate dredging exploration and option area bordering the proposed southern array area. A number of maritime wrecks are located within and surrounding the wind farm site, as shown on Figure 2.14 of the Scoping Report. A number of military practice and exercise areas (PEXA) are also located within and adjacent to the wind farm site.</p> <p>Onshore</p>

	<p>The underground onshore export cable would run from the landfall on the Essex coastline to a convertor substation site to be located within an approximately 150km² area of search entirely within the administrative boundary of TDC. The area comprises a mix of land uses, including agricultural, residential, commercial, industrial and leisure. A number of A roads cross the onshore area of search, including the A120 running west to east in the northern part of the area. A railway line runs broadly west to east, and then south, in the southern part of the area. Holland Brook runs broadly north to south in the centre of the area, into the North Sea.</p>
<p>Environmental Importance</p>	<p>Offshore</p> <p>The Scoping Report identifies that:</p> <ul style="list-style-type: none"> • The offshore project area is located within or partly within a number of designated nature conservation sites, including the Southern North Sea Special Area of Conservation (SAC), Kentish Knock East Marine Conservation Zone (MCZ), Margate and Long Sands SAC and the Outer Thames Estuary Special Protection Area (SPA). • The Essex Coastal Water Body, identified under the Water Framework Directive (WFD), is within the area of search. • There is potential for impacts on designated landscape sites located within an approximate 50km zone from the offshore array areas, including Dedham Vale Area of Outstanding Natural Beauty (AONB), Suffolk Coast and Heaths AONB and Suffolk Heritage Coasts. • There are a number of commercially important fish species in the Outer Thames Estuary and the offshore project area overlaps or is in close proximity with fish spawning and nursery grounds including for herring, cod, whiting, sprat, sand eel, sole and plaice. Migratory fish species such as Atlantic salmon, shad and lamprey may pass through the offshore project area, and sea trout, European eel and smelt are also known to use the Thames Estuary. The wider Thames Estuary also supports sea bass and populations of elasmobranchs and is commercially important for shellfish, including crab and lobster species. • Harbour porpoise are the most likely cetacean species to be present and short-beaked common dolphin, white-beaked dolphin and minke whale may also be present but in low numbers. Grey seal and harbour seal are present in the southern North Sea, with haul-out sites off the coast but densities within the offshore array areas are low. • Birds within the offshore project area include guillemot, razorbill, kittiwake, lesser black-backed gull, gannet, red-throated diver, great black-backed gull, herring gull, little gull, common tern, sandwich tern, fulmar, common gull, black headed gull and great skua. • The proposed southern array area overlaps with part of a Sunk Precautionary Area and the Galloper Recommended Route for regular ferry traffic to and from the Port of

	<p>Ostend. The majority of vessels are cargo vessels and tankers, with smaller numbers of fishing vessels.</p> <ul style="list-style-type: none"> • Immediately adjacent to the offshore project area there are palaeo landscape features and seabed deposits of palaeo environmental interest, as well as wrecks and seabed features of potential archaeological interest. • Airspace above and adjacent to the offshore array areas is used by civil and military aircraft, including international civil aviation. It is located adjacent to the Amsterdam Flight Information Region (FIR). • There are no oil and gas pipelines in the offshore project area but a number of subsea cables overlap with the proposed southern array area, including the GGOWF export cable, Atlantic crossing-1 (AC-1) and BritNed. <p>Onshore</p> <p>The Scoping Report identifies eight WFD surface water bodies within the onshore area of search. These are listed in Table 3.6 of the Scoping Report. The Essex Gravels WFD groundwater body is also in the onshore area of search.</p> <p>The Inspectorate notes that there are a number of designated nature conservation sites within and in close proximity to the onshore area of search.</p>
<p>Potential impacts and Carrier</p>	<p>Disturbance, displacement/ barrier effects, collision risk and changes in coastal processes, in air and water.</p>
<p>Extent</p>	<p>Designated Sites</p> <p>The Scoping Report does not identify any designated nature conservation sites within an EEA State that would be directly affected by the Proposed Development.</p> <p>Fish and Shellfish</p> <p>The Scoping Report identifies potential effects on fish and shellfish in terms of disturbance and/ or loss of seabed habitat, disturbance and displacement from underwater noise, resuspension of contaminants in the water and electromagnetic field (EMF) impacts from cables. It is stated that studies carried out in respect of GGOWF and GOWF demonstrated low levels of contamination and the Applicant proposes to collect further data as a basis to scope out resuspension of contaminants. The Scoping Report states that distribution of fish is independent of geographical boundaries and the assessment will be undertaken irrespective of national jurisdictions/ a separate transboundary assessment would not be undertaken. An assessment of transboundary effects on commercial fisheries is proposed (see below).</p> <p>Marine Mammals</p> <p>The Scoping Report states there could be potential effects of auditory injury and disturbance, including barrier effects, from underwater noise. It states that there may be effects from the impacts of collision risk with vessels, disturbance at haul out</p>

locations (seals) and indirect effects as a result of changes to availability in prey species. As marine mammals are mobile species, the Scoping Report scopes in transboundary effects to harbour porpoise, minke whale, grey seal and harbour seal. It does not specify which EEA States might be affected.

Birds

The Scoping Report states that, given the level of development in the southern North Sea by European Union (EU) Member States (ie Belgium, the Netherlands, Germany and Denmark) and that birds are highly mobile, there is potential for transboundary effects on bird species, especially from displacement/ barrier impacts and collision risk. The EEA States and potential extent are not identified in the Scoping Report.

Commercial Fisheries

The Scoping Report identifies that there is the potential for direct effects on commercial fisheries arising from restricted access to and/ or loss of traditional fishing grounds during construction and operation due to exclusion from safety zones, collision risk and indirect effects from disturbance or displacement of commercial fish species. The Scoping Report states that, as there is a prevalence of vessels from other countries in the location, transboundary effects will be assessed although it does not specify which EEA States might be affected.

Shipping and navigation

The Scoping Report notes that areas around the offshore project area are used by international vessels and the Proposed Development could result in potential effects including disruption and displacement of vessels, increased collision and allision risk, and increased navigational risk and effects on search and rescue resources. The Scoping Report does not specify which EEA States might be affected and notes that the assessment forming part of the EIA will not differentiate between UK and international vessels.

Aviation

The Scoping Report states that there is potential for effects on aviation and radar from the presence of new structures including high crane vessels and offshore structures, which could affect international civil aviation and the Amsterdam FIR.

Marine archaeology

The Scoping Report identifies the potential for presence of archaeological assets of foreign origin to be found in the offshore project area, including foreign warships and paleo landscapes that cross international boundaries. This may include assets from other EEA States but this has not yet been determined. There is potential for direct and indirect effects during construction, including damage and/ or total destruction of archaeological material, exposure of buried

	<p>assets to marine processes and burial of exposed assets following increased sedimentation.</p> <p>Infrastructure</p> <p>The Scoping Report states that the only potential receptors are cables owned by international operators, which will be covered in other assessments and therefore it is not proposed to undertake a separate transboundary assessment.</p>
Magnitude	<p>The magnitude of potential transboundary effects has not been specifically identified in the Scoping Report, although in all instances it is stated that the potential effects during decommissioning are likely to be similar but smaller in magnitude than those expected during construction. A similar conclusion is reached in a number of instances for the operational phase relative to the construction phase.</p>
Probability	<p>The probability of potential transboundary effects has not been specifically identified in the Scoping Report; however, based on the information presented, impacts to marine mammals, birds, commercial fisheries, shipping and navigation, aviation and marine archaeology are considered most likely to have potential to generate significant transboundary effects.</p>
Duration	<p>The Scoping Report does not define the duration of short term and long term effects, but an indicative programme is set out at paragraph 55, with milestones provided for construction and operational phases. Onshore construction is anticipated to commence in 2026 and offshore construction in 2028. The operational phase is anticipated to commence in 2030 but the Scoping Report does not state an estimated lifespan for the Proposed Development.</p> <p>Fish and Shellfish</p> <p>The majority of potential impacts during construction, eg seabed disturbance, underwater noise and resuspension of contaminants, are likely to be temporary and short-term.</p> <p>Potential impacts such as EMF from operational cables are likely to be long term during operation of the Proposed Development.</p> <p>Marine Mammals</p> <p>The majority of potential impacts during construction, eg underwater noise arising from piling and unexploded ordnance (UXO) clearance are likely to be temporary and short-term.</p> <p>Potential impacts associated with operational noise of turbines and collision with maintenance vessels are, by nature, longer term during operation of the Proposed Development.</p> <p>Birds</p> <p>Potential impacts from the presence of offshore infrastructure and movement of vessels are likely to be ongoing during</p>

	<p>construction and in the longer term during operation of the Proposed Development.</p> <p>Commercial Fisheries</p> <p>Potential impacts from the presence of offshore infrastructure and movement of vessels are likely to be ongoing during construction and in the longer term during operation of the Proposed Development.</p> <p>Shipping and navigation</p> <p>Potential impacts from the presence of offshore infrastructure and movement of vessels are likely to be ongoing during construction and in the longer term during operation of the Proposed Development.</p> <p>Aviation</p> <p>Potential impacts from the presence of offshore infrastructure and movement of vessels are likely to be ongoing during construction and in the longer term during operation of the Proposed Development.</p> <p>Marine archaeology</p> <p>Potential impacts are expected to occur during construction. Potential impacts could also occur during operation of the Proposed Development, for example if archaeological material is present in the footprint routine maintenance works or indirectly from new infrastructure affecting the hydrodynamic or sedimentary regime including potential for increased scour.</p> <p>Infrastructure</p> <p>Potential impacts from overlapping of proposed offshore infrastructure with existing cables owned by international operators during operation of the Proposed Development is likely to be a long term impact.</p>
Frequency	<p>The frequency of potential transboundary effects during construction and operation has not been identified at this stage.</p>
Reversibility	<p>Potential transboundary effects to the following identified receptors are likely to be reversible depending on the decommissioning strategy followed:</p> <ul style="list-style-type: none"> • Marine mammals • Birds • Commercial fisheries • Shipping and navigation • Aviation <p>Fish and Shellfish</p> <p>Effects to fish and shellfish from impacts arising are likely to be reversible depending on the decommissioning strategy followed. The Inspectorate notes that it is not confirmed whether cables and foundations below the sea would be removed or left in place and therefore the potential loss of</p>

	<p>habitat and changes to seabed substrata from the presence of offshore infrastructure might not be reversible.</p> <p>Marine archaeology</p> <p>It is likely that any effects arising from impacts to marine archaeology would be irreversible and permanent.</p> <p>Infrastructure</p> <p>Effects to cables owned by international operators arising may be reversible depending on the decommissioning strategy followed. The Inspectorate notes that it is not confirmed whether cables and foundations below the sea would be removed or left in place and therefore the potential impact from them might not be reversible.</p>
<p>Cumulative impacts</p>	<p>The Applicant's cumulative impact assessment (CIA) has not yet been undertaken. The Scoping Report states that screening of plans and projects for the Applicant's CIA will be undertaken during 2021/22. The potential for cumulative impacts has been identified with the following types of projects:</p> <p>Offshore</p> <ul style="list-style-type: none"> • Other wind farms • Aggregate extraction and dredging • Licensed disposal sites • Navigation and shipping • Commercial fisheries • Sub-sea cables and pipelines • Potential port and harbour development • Oil and gas activities • Unexploded ordnance (UXO) clearance <p>Onshore</p> <ul style="list-style-type: none"> • Other offshore wind farm infrastructure • Other energy generation infrastructure • Building and/ or housing development • Installation or upgrade of roads • Installation or upgrade of cables and pipelines • Coastal protection works
<p><u>Transboundary screening undertaken by the Inspectorate on behalf of the SoS</u></p> <p>Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations) and on the basis of the current information available from the Applicant, the Inspectorate is of the view that the Proposed Development is likely to have a significant effect on the environment in an EEA State.</p> <p>In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note Twelve: Transboundary Impacts), and taken into account the information currently supplied by the Applicant.</p> <p><u>Action:</u></p> <p>Transboundary issues notification under Regulation 32 of the 2017 EIA Regulations is required.</p>	

States to be notified: The Netherlands (in particular due to potential effects on aviation and radar).

Date: 3 February 2022

Note: The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.

Note:

The Inspectorate's screening of transboundary issues is based on the relevant considerations specified in the Annex to its Advice Note Twelve, available on our website at <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>