



NORTH FALLS

Offshore Wind Farm

TARGETED CONSULTATION

Thursday 14 March 2024 to Monday 22 April 2024

<https://targetedconsultation.northfallsoffshore.com>

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Indicative image of an offshore wind farm. North Falls' design may differ.

A MESSAGE FROM THE PROJECT DIRECTOR



Andy Paine,
Project Director,
North Falls Offshore Wind Farm



We're at an advanced stage of the pre-application phase of the Project and the feedback people have provided so far has been invaluable in helping us get here. Thank you. We feel that the proposed localised changes we're presenting in this brochure will help improve the Project's overall design and further mitigate potential effects. We hope people continue to engage with the Project and provide us with the feedback needed to finalise our proposals ahead of submitting our application for development consent later this year.

To keep up-to-date with the Project's progress beyond this targeted consultation, as we head towards the submission of our application, please register for updates using these details <https://targetedconsultation.northfallsoffshore.com>



READING THIS BROCHURE

This brochure provides an overview of proposed localised changes to North Falls Offshore Wind Farm's onshore **Preliminary Environmental Information Report (PEIR)** red line boundary (hereafter referred to as the '**onshore PEIR boundary**'). This has resulted in additional land being included within the proposed **Development Consent Order (DCO)** application boundary (hereafter referred to as the '**DCO boundary**'). These changes have been made as a result of feedback received during our previous **statutory consultation**, which closed in summer 2023, as well as further technical, engineering and environmental work.

As well as this brochure, there are other resources available to help you understand our updated proposals in more detail. These materials are available to read on the Project's consultation website (<https://targetedconsultation.northfallsoffshore.com>) and explained on the opposite page.

Project website

As well as hosting digital versions of this brochure and the other materials referred to below, the Project website provides more information and context relating to North Falls. It also includes an interactive map, where you can zoom in, search by postcode, explore our updated proposals in more detail and provide feedback. Scanning the QR code with your phone's camera will take you straight to our Project's consultation website.



Preliminary Environmental Information Report (PEIR) Addendum

Our PEIR, which has previously been consulted on in accordance with the DCO process, is a technical document describing the Project. It provides information on the results of the preliminary assessment of the likely significant effects of North Falls, including any proposed mitigations. This acted as a status update on the Project's **Environmental Impact Assessment (EIA)** process and was published to coincide with the launch of our previous statutory consultation on Tuesday 16 May 2023.

As a result of the additional land included in the proposed DCO boundary, we have now published a supplement to the PEIR that focuses specifically on the proposed localised changes presented in this brochure. This document is referred to throughout this brochure as the 'PEIR Addendum'. It can be viewed and downloaded from the Project's consultation website, and we would encourage you to read it alongside this brochure.

Feedback form

We have enclosed a feedback form along with this brochure for you to complete and return to us. There is a digital version of this feedback form on the Project website if you would prefer to submit your feedback electronically. Should you need to ask any questions while preparing your feedback, please email contact@northfallsoffshore.com or call **0800 254 5340**. More information on how to submit feedback is included on page 27.

Glossary

Certain terms are written in **green** throughout this brochure. Explanations of these terms are included in an online glossary. You can view this on the Project website.

Should you require this brochure, our feedback form, or our PEIR Addendum in an alternative format, please contact the Project team.



View from the Clacton-on-Sea shoreline.



Aerial view of Tendring.

INTRODUCTION TO THIS TARGETED CONSULTATION



Indicative image of a wind turbine generator. North Falls' design may differ.

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.

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

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.

Your views are important to us, which is why we are holding this further stage of consultation and giving you the opportunity to provide feedback on the updates we're proposing in this brochure.

**Please note that feedback received after the consultation closing date may not be considered.*

WHAT WE ARE CONSULTING ON

This targeted consultation is focused on proposed localised changes to the Project's onshore PEIR boundary. Page references for further information within this brochure are outlined in the table below. You can also view all of our updated proposals in more detail on the interactive map on our Project's consultation website: <https://targetedconsultation.northfallsoffshore.com>

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.	Pages 10-11
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.	Pages 10-11 and 12-15
14 locations where we've identified access points for operating and maintaining the onshore electrical connection throughout the Project's lifespan (hereafter referred to as 'O&M access points').	Pages 10-11 and 16-19
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.	Pages 10-11 and 20
12 proposed locations of temporary construction compounds (TCCs).	Pages 10-11 and 21
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.	Pages 22-25



Indicative image of an offshore wind farm. North Falls' design may differ.

ABOUT THE PROJECT



Indicative image of a wind turbine generator. North Falls' design may differ.

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 40 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. This decision followed consideration of feedback received relating to mitigating the effects of the offshore PEIR boundary in several key areas, including: landscape and visual impact, seascape, shipping and navigation, offshore ornithology and benthic ecology. Removal of the northern offshore array area has significantly reduced a number of potential effects on each of these areas.

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.

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** 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. Throughout this period there has also been ongoing technical design and engineering work to ensure the Project can be constructed.

The EIA process has included three previous stages of consultation: two non-statutory consultations, which ran from 25 October to 10 December 2021 and 17 October to 09 December 2022, and one statutory consultation, which ran from 16 May to 14 July 2023.

More information about these previous stages of consultation can be found by visiting www.northfallsoffshore.com and clicking on 'consultation' in the navigation panel. This current targeted consultation will be the Project's second statutory consultation and fourth consultation overall.

PROJECT UPDATE

The feedback the Project received during its previous three stages of consultation, as well as further technical, engineering and environmental work, has allowed us to:

- Increase the distance from shore to the nearest point of the offshore array area by approximately 20km
- Reduce the offshore array area by approximately 55km²
- Reduce the number of **wind turbine generators (WTGs)** we will need by 15
- Reduce the overall onshore cable corridor width at various locations from what was presented in our PEIR
- Reduce the amount of onshore export cables we'll need to connect the Project from four to two, significantly reducing the amount of land we'll need throughout our cable corridor

These changes have been made to mitigate the overall impact of the Project.

No further changes have been made since September 2023 to the offshore elements of the Project. **The changes presented at this targeted consultation are exclusively focused on the Project's onshore elements.** Visit www.northfallsoffshore.com/newsroom to read our September 2023 update.



Indicative image of an offshore wind farm. North Falls' design may differ.

OVERVIEW MAP

The map on pages 10-11 provides an overview of the proposed localised changes to the Project's onshore PEIR boundary.

To help explain the proposals we've categorised and labelled each of the localised changes. Each category of localised change is also briefly summarised below.

The Project's onshore PEIR boundary is coloured yellow on the overview map, and the Project's proposed onshore DCO boundary is outlined in red.

OPERATIONS AND MAINTENANCE (O&M) ACCESS POINTS

There are 14 locations where O&M access points fall outside the onshore PEIR boundary. These are coloured purple and covered in more detail on pages 16-19 of this brochure. More information can be found in the PEIR Addendum and O&M access points can be viewed on the interactive map on our Project's consultation website.

TEMPORARY CONSTRUCTION COMPOUNDS (TCCs)

12 proposed locations for TCCs are located within the onshore PEIR boundary. These are coloured bright green and covered in more detail on page 21 of this brochure. More information can be found in the PEIR Addendum, and TCCs can be viewed on the interactive map on our Project's consultation website.

BENTLEY ROAD IMPROVEMENTS

Bentley Road is labelled number 17 and is covered in more detail on pages 22-25 of this brochure. More information can be found in the PEIR Addendum and Bentley Road can be viewed on the interactive map on our Project's consultation website.

NATIONAL GRID CONNECTION POINT

NGET's East Anglia Connection Node is the grid connection for the Project and is labelled 'National Grid Connection Point'. More information can be found in the PEIR Addendum, and National Grid's proposed substation site can be viewed on the interactive map on our Project's consultation website.

VISIBILITY SPLAYS

11 visibility splays fall outside the onshore PEIR boundary. These are coloured bright blue. More information can be found on page 20 of this brochure and in the PEIR Addendum. Visibility Splays can be viewed on the interactive map on our Project's consultation website.

ADJUSTMENTS TO ONSHORE CABLE CORRIDOR

10 adjustments to the onshore cable corridor are coloured dark blue. More information can be found on pages 12-15 of this brochure and in the PEIR Addendum. Adjustments to the onshore cable corridor can be viewed on the interactive map on our Project's consultation website.

FIND OUT MORE AND SUBMIT FEEDBACK

- Use the Project website: <https://targetedconsultation.northfallsoffshore.com>
- Send an email to: contact@northfallsoffshore.com
- Complete the enclosed feedback form and send it to our freepost address: **FREEPOST North Falls**
- Ask any questions you might have by calling: **0800 254 5340**
- Visit our website and read our **PEIR Addendum**

ONSHORE PROJECT AREA OVERVIEW MAP

LEGEND

- Onshore PEIR boundary (as of July 2023)
- Proposed onshore DCO boundary (as of March 2024)
- Numbered label of permanent works, temporary works, and O&M access points
- Onshore cable corridor adjustments
- Changes relating to temporary construction haul roads
- Bentley Road
- The Project's National Grid Connection Point (NGET's East Anglia Connection Node)
- Visibility splay
- O&M access point
- Proposed TCC location
- North Falls and Five Estuaries' proposed co-located onshore substation zone

Permanent works relating to onshore cable corridor

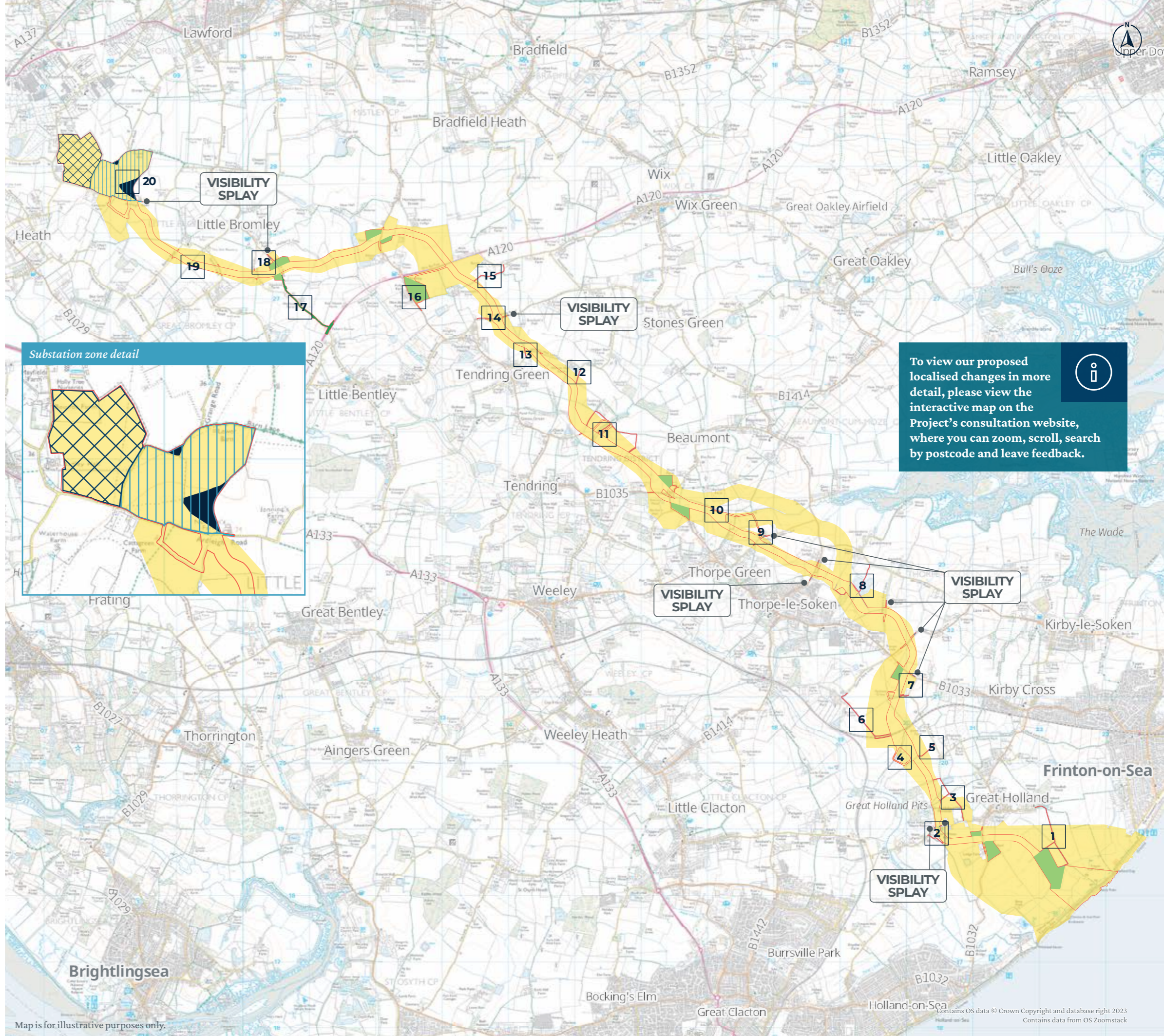
- 2 Fields south of Little Clacton Road
- 8 South of Walton Road
- 10 North of Tendring Road
- 17 Bentley Road
- 19 Between Barlon Road and Spratts Lane
- 20 North Falls and Five Estuaries' proposed co-located onshore substation zone

Temporary works relating to construction haul roads

- 3 North of Little Clacton Road
- 4 South of Railway Line (Sunshine Coast Line)
- 9 Fields around Golden Lane
- 10 North of Tendring Road
- 16 South of the A120 / B1035 roundabout

O&M access points

- 1 Fields south of Short Lane
- 2 Fields South of Little Clacton Road
- 3 North of Little Clacton Road
- 5 Field west of Pork Lane
- 6 Southern part of field north and field south of the railway (Sunshine Coast Line)
- 7 Fields west of Pork Lane
- 8 South of Walton Road
- 9 Fields around Golden Lane
- 11 Fields around Tendring Brook
- 12 Fields south of Wolves Hall Lane
- 13 Fields north of Wolves Hall Lane
- 14 Fields north of Stones Green
- 15 Fields south of the A120
- 18 Field east of Bentley Road



ONSHORE CABLE CORRIDOR ADJUSTMENTS

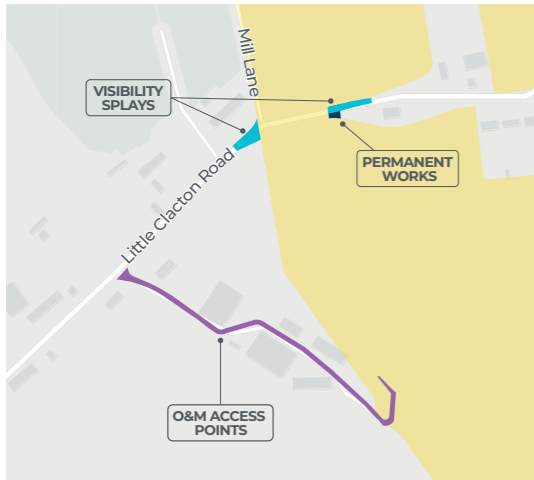
A number of localised changes to the Project's onshore cable corridor are proposed to accommodate the cable route at Little Clacton Road, south of Walton Road, north of Tendring Road and between Barlon Road and Spratts Lane.

These adjustments will also enable access to proposed temporary construction haul roads required to build the Project.

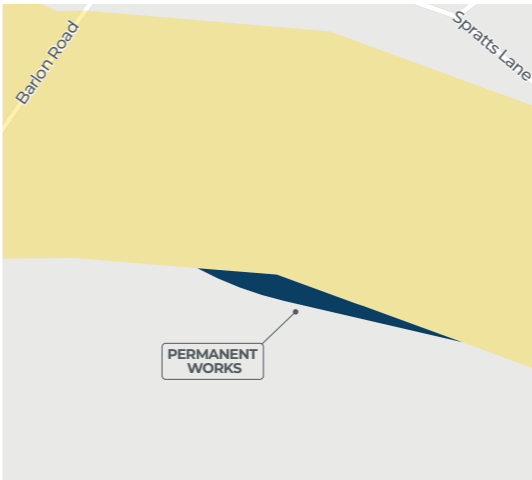
The maps shown on pages 12-15 include a description and rationale and have been separated between:

- **Permanent works** relating to the onshore cable route, meaning these works will remain in place throughout the Project's operational lifespan
- **Temporary works** relating to access to temporary construction haul roads, meaning these works will remain in place only while the Project is being built


PERMANENT WORKS RELATING TO ONSHORE CABLE CORRIDOR



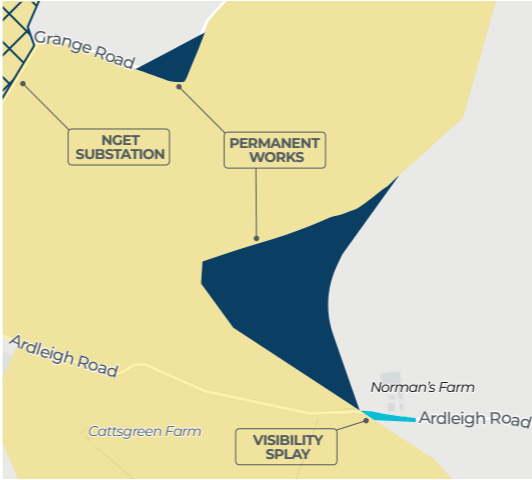
2 Onshore Cable Corridor Adjustment	
Location	Fields south of Little Clacton Road.
Description	Inclusion of a slightly wider area at the western crossing of Little Clacton Road. Other options previously considered for crossing Little Clacton Road have been removed.
Rationale	Using the additional eastern crossings of Little Clacton Road requires additional works, including further topsoil strips and temporary construction haul roads. This also helps to avoid potential archaeological features north of Little Clacton Road.



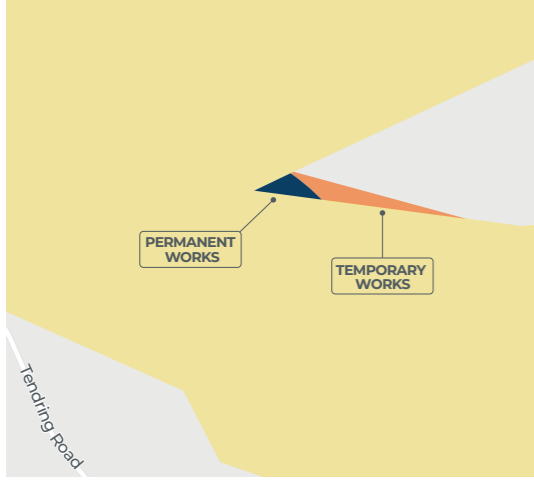
19 Onshore Cable Corridor Adjustment	
Location	Between Barlon Road and Spratts Lane.
Description	Moved further south.
Rationale	Avoids potential archaeological feature in the onshore cable corridor.



8 Onshore Cable Corridor Adjustment	
Location	South of Walton Road.
Description	Incorporated to prevent a small amount of land being severed between the O&M access point and onshore cable corridor in this area.
Rationale	Offers the potential to move the onshore cable corridor as close to nearby reservoirs as possible, therefore mitigating any potential effect on a nearby proposed housing development.



20 Onshore Cable Corridor Adjustment	
Location	North Falls and Five Estuaries' proposed co-located onshore substation zone.
Description	Incorporated to mitigate potential engineering constraints.
Rationale	As well as mitigating potential engineering constraints, this also enables coordination with Five Estuaries Offshore Wind Farm.



10 Onshore Cable Corridor Adjustment	
Location	North of Tendring Road.
Description	Moved further north, closer to the field boundary.
Rationale	Made as a result of feedback received saying to avoid mature trees to the south of the onshore cable corridor as far as possible.

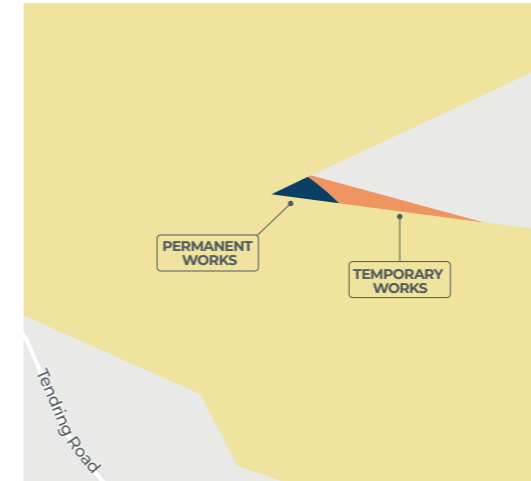
To view our proposed permanent works relating to the onshore cable corridor in more detail, please view the interactive map on the Project's consultation website, where you can zoom, scroll, search by postcode and leave feedback.



TEMPORARY WORKS RELATING TO HAUL ROADS FOR CONSTRUCTION



3 Onshore Cable Corridor Adjustment	
Location	North of Little Clacton Road.
Description	The temporary construction haul road needs to cross the hedgerow as far east as possible.
Rationale	To avoid archaeological features and target gaps in the hedgerow.



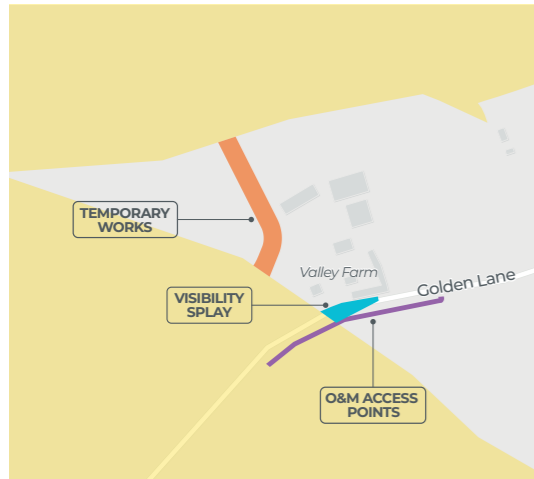
10 Onshore Cable Corridor Adjustment	
Location	North of Tending Road.
Description	Additional section of temporary construction haul road to connect to the onshore cable corridor while avoiding the horse paddocks near Golden Lane.
Rationale	To better align the temporary construction haul road with the onshore cable route.



4 Onshore Cable Corridor Adjustment	
Location	South of Railway Line (Sunshine Coast Line).
Description	Temporary construction haul road crossing of watercourse required to access the onshore cable corridor.
Rationale	To cross a ditch at an existing culvert at an allowable shallow gradient.



16 Onshore Cable Corridor Adjustment	
Location	South of the A120 / B1035 roundabout.
Description	Access from the public highway onto the onshore cable corridor off the B1035, south of Horsley Cross.
Rationale	Access required off the public highway to a temporary construction compound in this area.



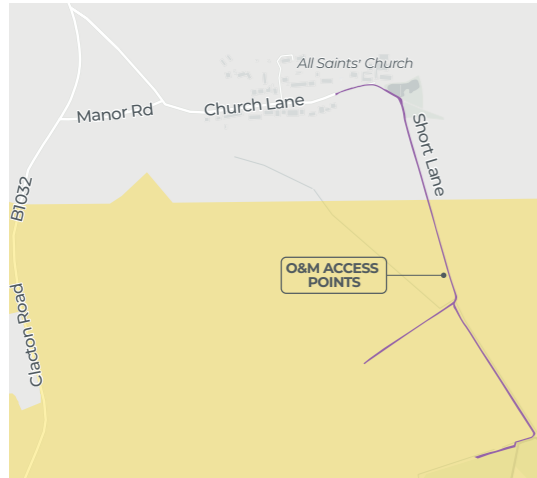
9 Onshore Cable Corridor Adjustment	
Location	Fields around Golden Lane.
Description	Temporary construction haul road around the horse paddocks near Golden Lane required to access the onshore cable corridor.
Rationale	To mitigate potential effects to the horse paddocks.

To view our proposed temporary works relating to the onshore cable corridor in more detail, please view the interactive map on the Project's consultation website, where you can zoom, scroll, search by postcode and leave feedback.

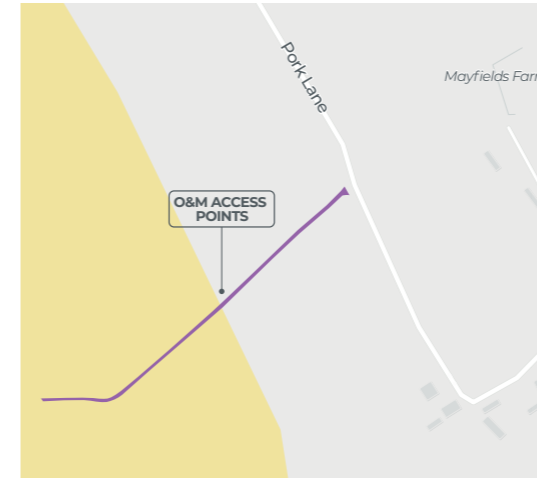


O&M ACCESS POINTS

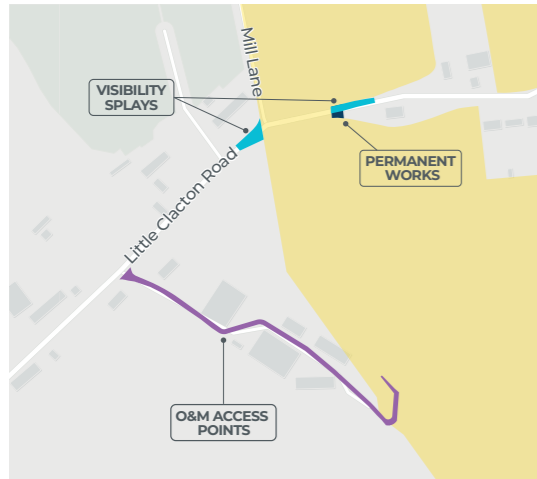
The maps on pages 16-19 show 14 locations where we've identified O&M access points that fall outside the onshore PEIR boundary. The intention is to use existing field access points rather than accessing along the onshore cable corridor from the public highway, therefore mitigating potential effects to 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.



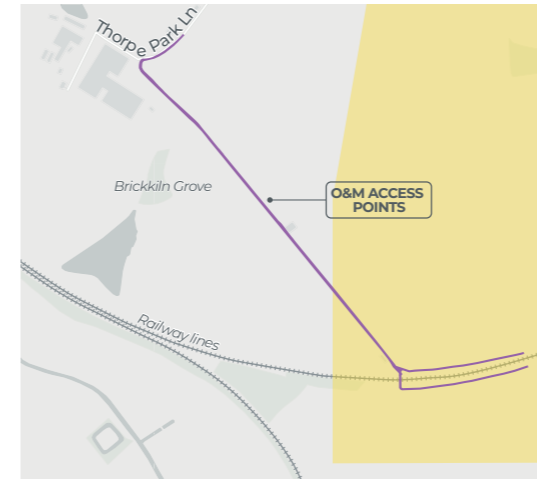
1 O&M Access Point Outside Onshore PEIR Boundary	
Location	Fields south of Short Lane.
Description	Creating access to landfall transition joint bays in the fields south of Short Lane using the southern fork and the fields north of Short Lane using the northern fork.
Rationale	To avoid interference with farm buildings south of the junction between the B1032 and Manor Road. Also to avoid a hedgerow immediately north of Short Lane.



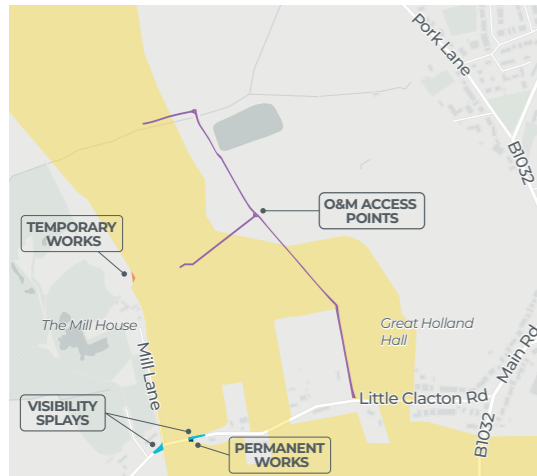
5 O&M Access Point Outside Onshore PEIR Boundary	
Location	Field west of Pork Lane.
Description	Extension of access required north of Little Clacton Road (as per O&M Access Point Outside Onshore PEIR Boundary – 3).
Rationale	As per rationale for O&M Access Point Outside Onshore PEIR Boundary – 3 . There is also an additional hedgerow and a watercourse on the southern field boundary, which is a protected habitat.



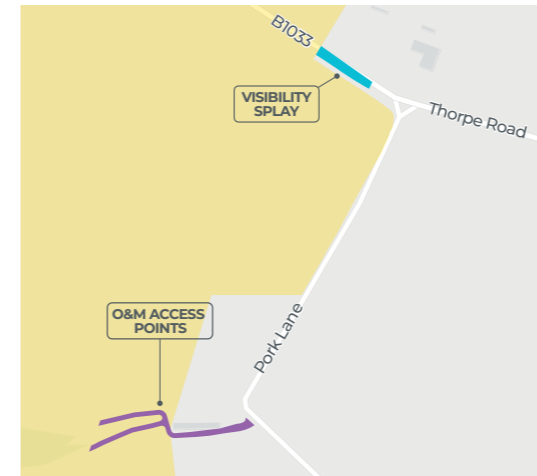
2 O&M Access Point Outside Onshore PEIR Boundary	
Location	Fields south of Little Clacton Road.
Description	Reduction of the length of cabling running through the farmstead.
Rationale	There is no direct access to the onshore cable corridor from the adjacent public highway. Creating a new road would involve removing a hedgerow and accessing a difficult area of Little Clacton Road due to limited visibility and an existing 60mph speed limit. A safer way to access the field is through the farmstead. Access to the field has been sought on both the eastern and western sides to mitigate possible effects on areas of cropping.



6 O&M Access Point Outside Onshore PEIR Boundary	
Location	Southern part of field north and field south of the railway (Sunshine Coast Line).
Description	Additional access to the onshore cable corridor from Thorpe Park Lane.
Rationale	Due to the field location and a watercourse and railway line, access to either side of the railway is constrained from an engineering and environmental perspective. This route allows for easier access to these fields and mitigates any potential effects on the land.



3 O&M Access Point Outside Onshore PEIR Boundary	
Location	North of Little Clacton Road.
Description	Creating access to the onshore cable corridor via fields north east and east of Great Holland Mill.
Rationale	There is no direct access to the onshore cable corridor from the public highway. Accessing via the onshore cable corridor would involve removing a hedgerow and accessing a difficult area of Little Clacton Road, due to the curved nature of the road limiting visibility, as well as its current 60mph speed limit.



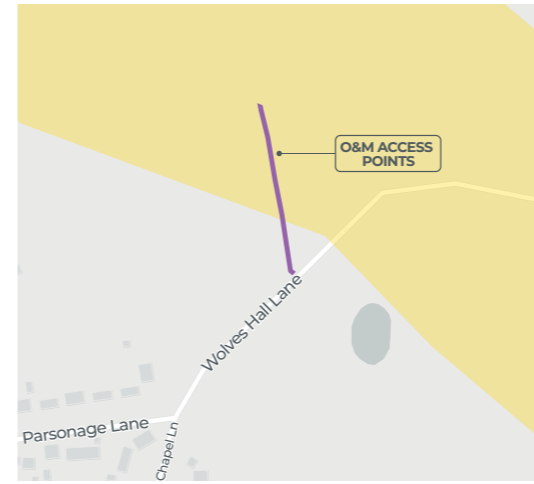
7 O&M Access Point Outside Onshore PEIR Boundary	
Location	Fields west of Pork Lane.
Description	Allowing access to the onshore cable corridor via the northernmost part of the field north of the railway.
Rationale	This prevents the need to track across the field. Direct access from the B1033 could cause significant damage to the field and cropping areas.

To view our O&M access points in more detail, please view the interactive map on the Project's consultation website, where you can zoom, scroll, search by postcode and leave feedback.

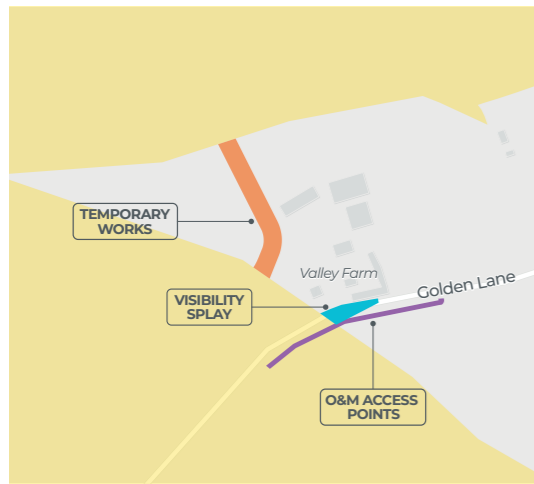




8 O&M Access Point Outside Onshore PEIR Boundary	
Location	South of Walton Road.
Description	Utilises an existing access to the onshore cable corridor.
Rationale	Direct access from the public highway to the onshore cable corridor would require the unnecessary removal of a hedgerow.



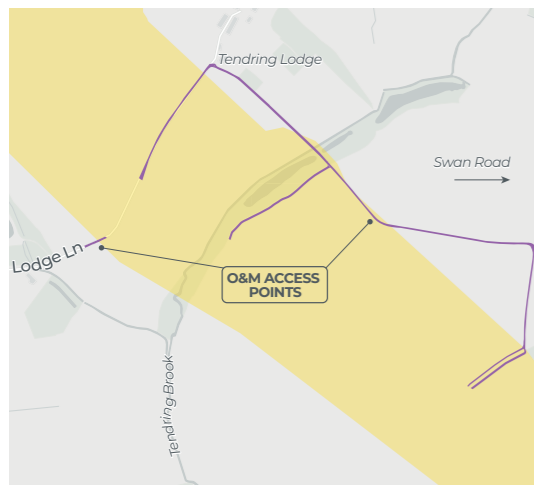
13 O&M Access Point Outside Onshore PEIR Boundary	
Location	Fields north of Wolves Hall Lane.
Description	Utilises an existing access to the onshore cable corridor.
Rationale	Direct access from the public highway to the onshore cable corridor would require the unnecessary removal of a hedgerow.



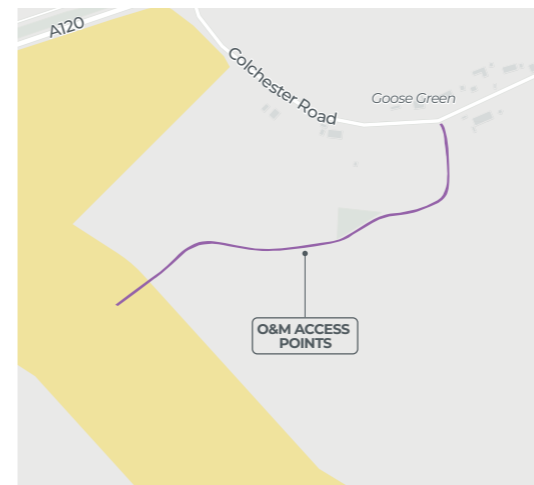
9 O&M Access Point Outside Onshore PEIR Boundary	
Location	Fields around Golden Lane.
Description	Utilises an existing access to the onshore cable corridor.
Rationale	Direct access from the the public highway to the onshore cable corridor would would require the unnecessary removal of a hedgerow.



14 O&M Access Point Outside Onshore PEIR Boundary	
Location	Fields north of Stones Green.
Description	Utilises an existing access to the onshore cable corridor.
Rationale	Direct access from the public highway to the onshore cable corridor would require the unnecessary removal of a hedgerow.



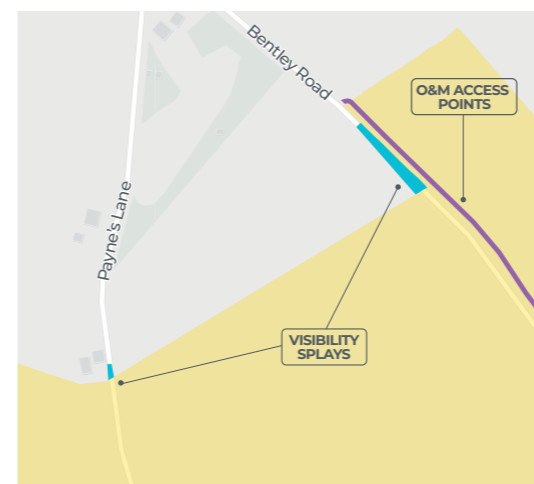
11 O&M Access Point Outside Onshore PEIR Boundary	
Location	Fields around Tendring Brook.
Description	Utilises existing access to the onshore cable corridor and an existing crossing of Tendring Brook.
Rationale	Alternative access to the field north of Tendring Brook would require tracking around the field boundary.



15 O&M Access Point Outside Onshore PEIR Boundary	
Location	Fields south of the A120.
Description	Utilises an existing access to the onshore cable corridor.
Rationale	Utilising the existing access is likely more safe than traffic accessing and leaving the field from the A120 and avoids disturbance to the operational farm in this area.



12 O&M Access Point Outside Onshore PEIR Boundary	
Location	Fields south of Wolves Hall Lane.
Description	Utilises an existing access to the onshore cable corridor.
Rationale	Due to the size of the field, access from Lodge Lane is required. Alternative accesses would be through the farmstead and across the field via Lodge Lane.



18 O&M Access Point Outside Onshore PEIR Boundary	
Location	Field east of Bentley Road.
Description	Utilises an existing access to the onshore cable corridor.
Rationale	Access direct from the public highway to the onshore cable corridor would require the unnecessary removal of a hedgerow.



Indicative image of the open cut trench construction method used to install onshore cables.



Indicative image of hedge trimming, which we will need to do as part of our work to create construction traffic visibility splays. North Falls' work may differ.



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. The proposed works associated with the visibility splays represent small scale changes in isolated areas along the onshore cable corridor.

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. These seek to allow safe access and egress for construction vehicles onto the public highway, allowing them to more clearly see other traffic approaching.

These visibility splays are shown on the overview map on pages 10-11 of this brochure. They can be viewed in more detail on the interactive map on the Project's consultation website and more information can be found in our PEIR Addendum. The 11 locations of the visibility splays are as follows:

- 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
- Arleigh Road

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.

The proposed locations of TCCs are shown on the overview map on pages 10-11 of this brochure and listed below. They can be viewed in more detail on the interactive map on the Project's consultation website and more information can be found in our PEIR Addendum.

- 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

As part of our ongoing work, we'll carry out further surveys of proposed TCC locations and continue to liaise with Essex County Council with regard to their suitability and the safety of other road users.

TCCs may include:

- Temporary fencing, the requirements of which will be determined by security factors and land use
- Temporary site signage and potentially other site safety requirements
- Temporary facilities for site personnel, although there will be no overnight accommodation on any of our sites
- Storage of construction materials and plant
- Temporary access to and from the site

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, as evidenced by a pre-entry schedule of condition which dictates the condition in which land used by the Project must be left after completion.

PROPOSED IMPROVEMENTS TO BENTLEY ROAD

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.

Proposed alterations to Bentley Road are described on pages 22-25 of this brochure and explored in more detail in our PEIR Addendum, which is available to read on the Project’s consultation website. The extent of the main alterations we would need to make to Bentley Road would fall within the shaded areas shown on the map opposite.

Our proposed plans for altering Bentley Road are being developed together with Five Estuaries and NGET, who may need to use Bentley Road to construct their own projects, and will be developed in collaboration with Essex County Council.

We would value your feedback on our Bentley Road proposals if you are someone who lives near Bentley Road or uses Bentley Road regularly.

WHY BENTLEY ROAD WAS CHOSEN

The Project considered three other options in its PEIR before identifying Bentley Road as the preferred option.

Option	Reasons for discounting
New temporary construction haul road from Harwich Road roundabout.	These options would have required approximately 2.4km of new temporary construction haul road, which would have resulted in greater environmental effects, including negative effects on agricultural land and greater visual impacts from adjacent residences.
New temporary construction haul road from Park Lane.	This would have negatively affected an additional five to six agricultural fields and resulted in around 12 months of additional disruption. It would have also needed two watercourse crossings, adding significant engineering complexity.

Following assessments and consideration of the three alternative options outlined above, 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.



WHAT POTENTIAL EFFECTS WILL THERE BE?

North Falls will use Bentley Road for HGV and Abnormal Indivisible Load (AIL) movements for the purposes of the Project, the effects of which are described in more detail in our PEIR Addendum.

The cumulative effects of North Falls, Five Estuaries and NGET’s project have also been considered in the PEIR Addendum and we will collaborate with these two projects to seek to mitigate traffic movements on local road networks.

All construction traffic will be governed by a Construction Traffic Management Plan, developed in collaboration with Essex County Council.



Indicative computer-generated image of the extent of works proposed on Bentley Road.



Indicative computer-generated image of the extent of works proposed at the Bentley Road / A120 junction.



Indicative images of traffic management measures and a cycleway and footway. North Falls' works may differ.

WHAT WORK WILL BE UNDERTAKEN AND HOW WILL WE MITIGATE EFFECTS?

Proposed alterations to Bentley Road and the reasons for them are outlined in the following table.

The final details of these alterations are subject to the feedback we receive during this targeted consultation, as well as further technical, engineering and environmental work.

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.

As well as the work outlined and shown on the map opposite, we will also need to undertake more minor alterations. This may include, but is not limited to, the inclusion of footways, verges, culvert crossings, and the diversion of utilities.

We currently anticipate that the alterations needed to prepare Bentley Road to facilitate construction could take between six and nine months, although this could be subject to change following further assessment and liaison with Five Estuaries, NGET and Essex County Council's highways department. These works, with the exception of the temporary cycleway and footway, are proposed to be handed over to Essex County Council for adoption following the completion of construction, subject to agreement from Essex County Council.

We are proposing a number of measures to mitigate any potential negative effects and safeguard those that use Bentley Road – whether by vehicle, cycle, or on foot – before and during construction. These are outlined below:

- The Project, in collaboration with Essex County Council, is considering imposing a reduced speed limit along Bentley Road to safeguard road users before and during construction

- While implementing alterations to Bentley Road it's likely that 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.



View of a wind farm from the coastal town of Tankerton in Kent. North Falls' design and view from shore may differ.

WAYS TO HAVE YOUR SAY

We need your feedback as we work to develop our final proposals for submission to the Planning Inspectorate and Secretary of State. To see how people's feedback has already influenced our Project, please refer to page 7.

Please ensure you submit your feedback by **11:59pm on Monday 22 April 2024.**

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

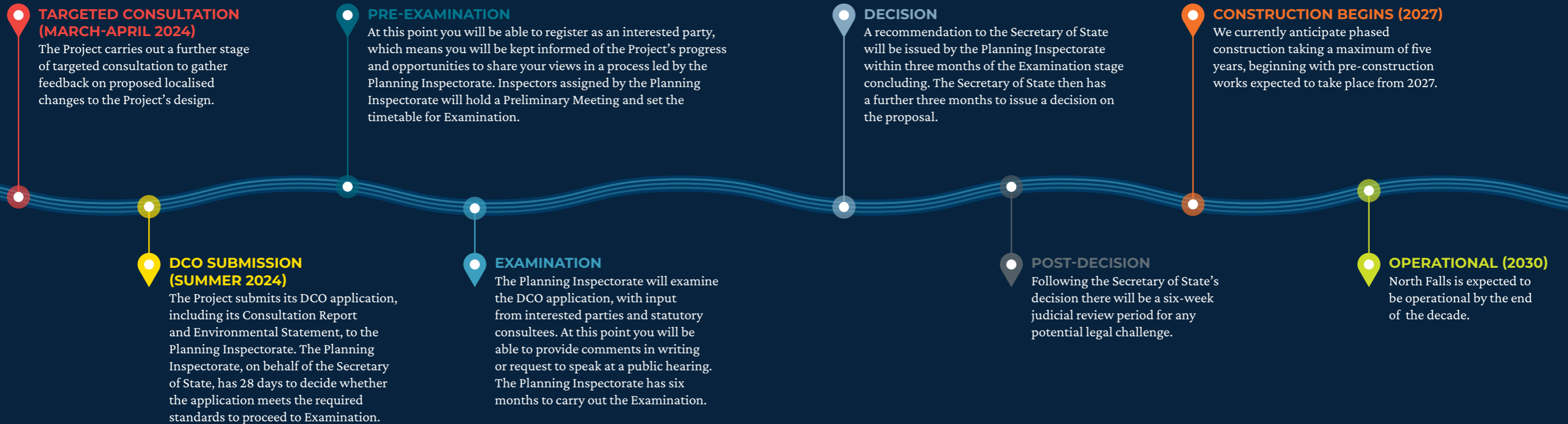
Responses received after 22 April 2024 may not be considered.

We welcome any questions you may have about the Project via email or by calling: **0800 254 5340**

You can take part and comment on our proposals by:

- Using the online feedback form on our Project's consultation website: <https://targetedconsultation.northfallsoffshore.com>
- Using the interactive feedback map on our Project's consultation website: <https://targetedfeedbackmap.northfallsoffshore.com>
- Sending an email to: contact@northfallsoffshore.com
- Completing the enclosed feedback form and sending it to our freepost address: **FREEPOST North Falls.** No stamp required.

PROJECT TIMELINE



Correct at time of publication: March 2024. Please note that this is an indicative timeline and subject to change.

NEXT STEPS

Once this consultation closes at **11:59pm on Monday 22 April 2024**, we will carefully consider all the feedback received alongside our technical, engineering and environmental work, with the aim of developing our final design envelope for North Falls.

While we will not be able to respond to all feedback individually at this stage, we will address all the issues and themes raised in response to this and previous consultations in our Consultation Report. This will be submitted as part of our application for a DCO to the Secretary of State, via the Planning Inspectorate, in accordance with the Planning Act 2008.

The exact layout of the Project's infrastructure within the Project's proposed onshore DCO boundary will not be finalised until the Project has been granted consent by the Secretary of State. Due to the complexity of the Project, some details will likely remain unknown to us at the time of submitting our application, including the:

- Precise number, location and configuration of the WTGs, offshore substation platform(s), and any associated development
- Type of foundation to install the WTGs and any associated development
- Exact height of the tip of the turbine rotors and the diameter of the rotors

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

Amongst a number of other documents, our application will include:

- A **Consultation Report** summarising people's responses to all our consultations and an explanation of how we have taken people's views into account
- An **Environmental Statement** setting out the environmental considerations for the Project and how we propose to mitigate them

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.

We are unlikely to carry out any further consultation on our proposals ahead of submitting our application for development consent to the Planning Inspectorate. However, subject to our application being accepted you will be able to directly register your interest in our proposals with the Planning Inspectorate.

This will ensure you are kept informed about the progress of our application during the Examination process and provide further opportunities to contribute. You can find out more about the application process for Nationally Significant Infrastructure Projects (NSIPs) on the Planning Inspectorate's website: infrastructure.planninginspectorate.gov.uk.

To stay up to date with the Project's progress beyond this targeted consultation, please register for updates by visiting <https://targetedconsultation.northfallsoffshore.com> or scanning the QR code with your phone's camera.



Indicative image of an offshore wind farm. North Falls' design may differ.

HOW NORTH FALLS HAS COORDINATED WITH FIVE ESTUARIES OFFSHORE WIND FARM

Working together to streamline design and minimise local impacts as far as practicable is important to both North Falls and Five Estuaries.

An important consideration for North Falls during its site selection and design work has been the proximity of the proposed Five Estuaries project. Although North Falls and Five Estuaries are two separate projects each requiring their own DCO application and being developed by different applicants, coordination between the two projects has been increasing as designs have progressed. In support of this, both parties signed a 'good neighbour agreement' in summer 2023, which has enabled closer liaison, information sharing and joint planning.

The primary goal of this coordination is to reduce any potential impacts of building the onshore connection to the national electricity transmission network for the two projects. This meant that North Falls sought to identify suitable options for the Project's onshore infrastructure that could accommodate either the North Falls project alone or allow co-location with Five Estuaries.

Through coordination, we have or will be able to:

- Almost fully align the onshore cable corridors
- Identify possible shared works accesses and construction compounds
- Exchange data and share surveys e.g. ecology and archaeology
- Agree on a shared location for each project's substation and identify possible shared access and screening concepts
- Increase the coordination of engagement with landowners
- Share our navigational risk assessments and measures to ensure vessel co-ordination during construction
- Exchange information on project design at an early stage to carry out cumulative seascape, landscape and visual impact assessments

Closely aligning the onshore cable routes, substation locations, and landfall areas for the projects has reduced the amount of land required to build and operate both projects, as well as creating the possibility of reducing potential construction impacts through coordinated works.

We will continue to coordinate so that we can reduce impacts, support local skills and create employment opportunities.



Greater Gabbard Offshore Wind Farm. North Falls' design may differ. Image credit: SSE Renewables.



NORTH FALLS

Offshore Wind Farm



CONTACT US

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