



NORTH FALLS

Offshore Wind Farm

Statement of Common Ground

Essex Police

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Glossary of Acronyms

ASB	Anti-Social Behaviour
CDM	Construction (Design and Management)
CoCP	Code of Construction Practice
DCO	Development Consent Order
EEAST	East of England Ambulance Service
ETG	Expert Topic Group
HGV	Heavy Goods Vehicles
NPAS	National Police Air Service
NFOW	North Falls Offshore Wind Farm
NPS	National Planning Statement
NSIP	Nationally significant infrastructure project
OCoCP	Outline Code of Construction Practice
OCTMP	Outline Construction Traffic Management Plan
OSEP	Outline Skills and Employment Plan
RSA	Road Safety Audit
SNEE ICB	Suffolk and North East Essex Integrated Care Board
SoCG	Statement of Common Ground

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.
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.
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.

1 Introduction

1.1 Background

1. This Statement of Common Ground (SoCG) has been prepared by North Falls Offshore Wind Farm Limited (NFOW) (the Applicant) and Essex Police. It identifies areas of North Falls Offshore Wind Farm (hereafter ‘the Project’ or ‘North Falls’) where matters are agreed, not agreed or that remain under discussion between the parties.
2. The Applicant has had regard to the Planning Act 2008: Guidance for the examination of applications for development consent (Department for Communities and Local Government, 2015) when compiling the SoCG.
3. This SoCG has been structured to reflect topics of the application which are of interest to Essex Police. The applicable matters considered within the SoCG apply to Essex Police’s statutory and non-statutory remit.
4. **Table 1.1** presents the topics included in the SoCG with the Applicant and Essex Police.

Table 1.1 Topics included in the SoCG

Topic/ES Chapter	DCO Document Reference
Chapter 27: Traffic and Transport	APP-041
Chapter 31: Socio-economics	APP-045
Outline Code of Construction Practice	APP-248

5. Topic specific matters agreed, not agreed, and matters that remain under discussion between the Applicant and Essex Police are included within this SoCG. Matters that are not yet agreed will be the subject of ongoing discussion between the Applicant and Essex Police to reach agreement on each matter wherever possible or refine the extent of disagreement between parties.
6. Throughout the SoCG the phrase “Agreed” identifies any point of agreement between the Applicant and Essex Police. The phrase “Not Agreed” identifies any point that is not agreed between the Applicant and Essex Police.

1.2 Consultation with the Essex Police

7. The Applicant has engaged with Essex Police on the project during the pre-Application process, both in terms of informal non-statutory engagement and formal consultation carried out pursuant Section 42 of the Planning Act 2008.
8. Further to the statutory Section 42 consultation, a meeting was held with Essex Police to discuss comments raised in Essex Police’s Relevant Representation **[RR-094]**. These points raised during this meeting are detailed within this SoCG, and in minutes of the meeting.

1.3 Summary of Agreed, Not Agreed and In Discussion

9. In order to easily identify whether a matter is 'agreed', 'not agreed', or 'in discussion' the position status colour coding system set out in **Table 1.2** is used in the SoCG.
10. Details of specific topics that are 'agreed', 'not agreed', or 'in discussion' between the Applicant and Essex Police are presented in **Table 2.2**, **Table 2.4** and **Table 2.6**.

Table 1.2 Position status key

Position Status	Position Colour Coding
Agreed. The matter is considered to be agreed between the parties.	Agreed
Not Agreed- no material impact The matter is not yet agreed between the parties however the outcome of the approach taken by either the Applicant and Essex Police is not considered to result in a material impact to the assessment conclusions and the matter is considered to be closed for the purposes of this SoCG. Discussion on these matters have concluded.	Not Agreed- no material impact
Not Agreed- material impact The matter is not agreed between the parties and the outcome of the approach taken by either the Applicant and Essex Police is considered to result in a materially different impact to the assessment conclusions. Discussions on these matters have concluded.	Not Agreed- material impact
In discussion The matter is neither ' agreed ' nor ' not agreed ' and is a matter where further discussion is required between the parties (e.g. where the documents are yet to be shared with the Essex Police).	In discussion

2 Statement of Common Ground

11. A summary of the consultation undertaken to date with Essex Police and the matters agreed or not agreed between the Applicant and Essex Police (based on discussions and information exchanged between the Applicant and Essex Police during the pre-application phase of the Application) are set out below for each of the SoCG topic areas.

2.1 Traffic and Transport

Table 2.1 Summary of Consultation with Essex Police regarding Traffic and Transport.

Date	Contact Type	Topic
Pre-Examination		
11 th October 2024	Expert Topic Group (ETG) Meeting 1	<p>Meeting held following receipt of Relevant Representation [RR-094] submitted to the Examining Authority by Essex Police.</p> <p>The following topics were discussed during the meeting:</p> <ul style="list-style-type: none">• An overview of the project and its onshore infrastructure;• Socio-economic assessment regarding crime and policing (see Table 2.4);• Traffic and transport matters; and• Information about the proposed construction mitigation measures (see Table 2.6).

Table 2.2 Topics agreed, in discussion or not agreed in relation to Traffic and Transport

ID	The Applicant' Position	Essex Police Position	Position Summary
1	The potential for adverse traffic and transport effects upon Essex Police service arising from the Project can be effectively managed through the measures contained within the Outline Construction Traffic Management Plan (OCTMP) [APP-251] .	Essex Police welcome the Applicants response to matters raised and proposed amendments to relevant application documents. Essex Police have reviewed the updates made to the OCTMP and are content to agree items relating to this document.	Agreed
2	All construction accesses have been subject to a Stage 1 Road Safety Audit (RSA), following the DMRB GG 119 - Road Safety Audit (Highways England, January 2020). A Stage 1 RSA requires ensuring that all designs facilitates access for emergency vehicles. The RSAs are provided in Environmental Statement Appendix 27.1 Transport Assessment [APP-165] . As the vast majority of the onshore project area is open, flat agricultural land well serviced by the local road network, emergency helicopter access is not considered by the Applicant to be a key issue.	Major accidents and disasters, including construction worker specific accidents and injuries must be considered including the development of plans and contingencies for facilitating emergency access for all Blue Light services, which in urgent cases may also require safe National Police Air Service (NPAS) helicopter access.	Agreed
3	<p>Section 27.6.1.4 of the Environmental Statement Chapter 27 Traffic and Transport [APP-041] includes a detailed examination of all collisions recorded within the traffic and transport study area in context of the development proposals. With the application of mitigation measures (as required) highway safety effects associated with the projects additional traffic are assessed as not significant in EIA terms. In addition to the assessment of risks associated with increases in traffic, consideration has also been given to the potential for road safety effects at new points of access/crossings. The Environmental Statement Appendix 27.1 Transport Assessment [APP-165] includes outline designs for all access and crossings in accordance with the requirements of the Design Manual for Roads and Bridges and have also been subject to an independent Stage 1 Road Safety Audit.</p> <p>The Outline Construction Traffic Management Plan (OCTMP) [APP-251] (which is secured by a Requirement of</p>	The safety of all road users during the construction phase is significantly important. Nationally, rural roads have the highest level of loss of life through road traffic collisions and the current network of roads may not be suitable to cope with the increased level of traffic during the construction phase without appropriate management in place and improvements where required. Local communities may be directly impacted as they are located within the construction routes, or subject to higher volumes of traffic being located on diversion routes. Additionally, the surrounding road network will see a large increase in the movement of Heavy Goods Vehicles (HGVs). Essex Police request the following traffic management measures are included within the applicants plans:	Agreed

ID	The Applicant' Position	Essex Police Position	Position Summary
	the Draft Development Consent Order (DCO) [AS-022] outlines that prior to the commencement of construction, the technical approvals for the access and crossing designs will be submitted to and agreed with Essex County Council (as the local highway authority), this will also include Stage 2 and 3 Road Safety Audits.		
4	<p>Subsequent to the submission of Essex Police's Relevant Representation [RR-094], the Applicant has discussed this matter with Essex Police at a meeting on the 11 October 2024. During this meeting the Applicant highlighted that average speeds along Bentley Road were 43mph and there is therefore already good compliance with the proposed 40mph speed limit. It was therefore agreed with Essex Police to monitor compliance and that additional measures could be implemented if required.</p> <p>The Applicant would also clarify that there are no changes proposed to weight limits or new prohibitions of traffic requiring additional police enforcement.</p> <p>The Applicant also directs Essex Police to Section 5.3 of the OCTMP [APP-251] (which is secured by a Requirement of the Draft DCO [ASS-022]). Section 5.3 includes details of the approach to enforcing non-compliance by employees and companies employed on the Project (such as drivers not adhering to agreed routes).</p>	Consideration should be given to traffic flow data and local 'pinch points' around junctions. With an increased number of heavy goods vehicles and local vehicles some junctions may be unable to manage the additional traffic flow and could become overwhelmed and cause congestion and/or road traffic related incidents.	Agreed
5	<p>Section 1.4 of the OCTMP [APP-251] (which is secured by a Requirement of the Draft DCO [AS-022]) outlines that one of the key responsibilities of the Traffic Management Co-ordinator (TMCo) and would be to share information with the emergency services, e.g. dates of any road closures, abnormal load movements, etc.</p> <p>Further detail with regard to the specific processes is outlined in section 2.5 (abnormal loads) and 4.6 (road closures) of the OCTMP [APP-251].</p>	<p>The construction phase is likely to present challenges to Essex Police for responding to calls for service impacting our operational effectiveness, with considerable impact to communities located within and around the scheme boundaries. Essex Police note the measures outlined within the OCTMP and request inclusion in any scheme related traffic management forums and/or engagement regarding:</p> <ul style="list-style-type: none"> • Advance insight into road closures and diversions with ease of access to site/s and surrounding housing and industrial estates for blue light services to achieve their respective response times. • Advance insight into the movement of Abnormal Indivisible Loads (AILs) and Non-special order abnormal loads for early mitigation. Essex Police seek to agree a point of contact with the project and a clear process for the movement of such vehicles to allow for appropriate police approval and management and to keep disruption to the public to a minimum. 	Agreed

ID	The Applicant' Position	Essex Police Position	Position Summary
		<p>Additionally, there is a requirement to identify holding areas for AILs to ensure minimal disruption and the safety of all road users.</p> <p>It is noted that reference is made to sharing information with the 'emergency services' within section 1.4 of the OCTMP. Essex Police acknowledge the inclusion of a definition of 'emergency services' within the document glossary to ensure all emergency services are appropriately consulted with throughout the construction phase and are content to agree this matter.</p>	
6	Section 1.4 and Section 2.5 of the OCTMP [APP-251] (which is secured by a Requirement of the Draft DCO [AS-022]) outlines that one of the key responsibilities of the Traffic Management Co-ordinator (TMCo) and would be to share information with the emergency and healthcare services, e.g. dates of any road closures, abnormal load movements, etc. The Fire and Rescue services are therefore included. The Applicant has also discussed the matter with the Fire and Rescue Service at a meeting on the 15 November 2024 who confirmed they had no concerns.	<p>Essex Police note the inclusion of ambulance services as notifiable parties for traffic related management and movement measures and would request local fire and rescue services are also noted to ensure inclusion of all blue light services.</p> <p>Essex Police note reference is made to the Port of Harwich within the Traffic and Transport Environmental Statement as a potential option to receive special order AILs. We request confirmation of plans regarding any such movements to ensure the required specialist port capabilities and plans are in place and agree an appropriate point of contact.</p>	Agreed
7	The Applicant will amend the OCTMP [APP-251] to include this function as a responsibility of the Traffic Management Plan Co-Ordinator (TMCo). A revised version of the OCTMP will be submitted at an appropriate future deadline.	Essex Police request that a Dangerous Goods Safety Advisor is appointed to ensure the movement of dangerous goods is compliant and works to minimise the risk posed to the environment, and the surrounding communities and road users.	Agreed
8	<p>Subsequent to the submission of Essex Police's Relevant Representation [RR-094], the matter was raised by Essex Police at a meeting on the 11 October 2024. During this meeting the Applicant highlighted Section 2.2.2 of the OCTMP [APP-251] (which is secured by a Requirement of the Draft DCO [AS-022]) which includes a commitment to identifying locations for HGVs to park with the relevant highway authorities prior to the commencement of construction. The Applicant also clarified to Essex Police that it would be appropriate to identify these locations at a later date (as part of developing the final CTMP) as the availability/suitability of facilities could change prior to the commencement of construction.</p> <p>The Applicant also noted that the OCTMP [APP-251] includes a commitment to:</p>	The existing facilities for lorry parking for any duration is inadequate for vehicles servicing local businesses and the main ports in the Southeast of England. The A120 has no HGV parking facilities and the use of Laybys along this road would not be encouraged. Essex Police request consideration to identifying and/or providing adequate facilities to ensure the safety of the construction workforce and all road users.	Agreed

ID	The Applicant' Position	Essex Police Position	Position Summary
	<ul style="list-style-type: none"> the scheduling of deliveries through a booking system to ensure deliveries are spread throughout the day; and providing delivery instructions to drivers reminding them not to arrive on site prior to 0700 but if this cannot be avoided, directions to safe waiting locations. 		
9	<p>The Applicant would note that the route via Thorpe-Le-Soken is a main B-road and is defined by Essex County Council (as the local highway authority) as a PR1 route, routes which provide the main arteries for the flow of commerce, goods and people, and therefore carries high volumes of traffic through and around the county. In this context, Table 27.16 of the Environmental Statement Chapter 27 Traffic and Transport [APP-041] outlines that the B1033 through Thorpe-Le-Soken currently carries in the region of 151 HGVs per day (i.e. without the Project).</p> <p>Furthermore, Table 27.2 of the Environmental Statement Chapter 27 Traffic and Transport [APP-041] outlines an extensive commitment by the Applicant to the provision of a temporary haul road and vehicular crossovers to allow the majority of construction traffic to bypass the community and travel via the temporary haul road from the north. With the application of these mitigation measures Table 27.16 of the Environmental Statement Chapter 27 Traffic and Transport [APP-041] identifies that there would be a peak of no more than an additional 33 HGV movements per day (in addition to a background of 151 HGVs per day). Table 27.2 of the Environmental Statement Chapter 27 Traffic and Transport [APP-041] also outlines a further commitment to ensure that these residual trips avoid school start and finish times.</p> <p>The Environmental Statement Chapter 27 Traffic and Transport [APP-041] includes a detailed assessment of the Project's construction traffic movements upon the impacts of severance, amenity, road safety and driver delay and concludes that there would be no significant effects.</p>	<p>The existing road network through Thorpe-le-Soken for HGV movements presents a risk at all times due to the impact of traffic volumes, bus routes, and local parking. Essex Police request a review of construction routes and timings through this road network to ensure no additional risk is encountered</p>	Agreed

ID	The Applicant' Position	Essex Police Position	Position Summary
10	<p>The Applicant directs Essex Police to Section 2.2.2 of the OCTMP [APP-251] which outlines that:</p> <p><i>“Any HGVs which are projected to arrive on site prior to 0700 would be required to park at an appropriate lorry park, services and other designated overnight parking locations until they can complete their journey within appropriate restrictions. These locations would be agreed with the relevant highway authorities prior to the commencement of construction and would be communicated to drivers within their delivery instructions ...”</i></p>	<p>Locations must also be identified for holding areas if HGV vehicles arrive early or outside of the scheduled time allocated to avoid waiting in inappropriate areas which presents a real risk to all road users.</p>	Agreed
11	<p>The Applicant directs Essex Police to Section 5 of the OCTMP [APP-251] which outlines processes for monitoring and enforcing any non-compliance. The implementation of finalised CTMP will be a contractual obligation for the appointed Principal Contractor and the Applicant would also note that the Local Planning Authority can take enforcement action against a breach of a DCO. The OCTMP [APP-251] is secured by a Requirement of the Draft DCO [AS-022],</p>	<p>Essex Police request a clear process is in place to ensure any non-compliance is appropriately managed with expectations, penalties, and escalation processes outlined.</p>	Agreed
12	<p>The Applicant will amend the OCTMP [APP-251] to include these requests. A revised version of the OCTMP will be submitted at an appropriate future deadline.</p>	<p>Control of HGV routes</p> <p>With any protracted construction operation these signs are damaged and/or worn over time. The maintenance of any signage and street furniture throughout the duration of the construction phase must also be considered.</p>	Agreed
13		<p><i>“The TMCo would require that where vehicle tracking is fitted to vehicles, that the systems are operational, and suppliers / drivers make the data available to the TMCo. Vehicle tracking would allow the TMCo to investigate any potential non-compliances.”</i></p> <p>Essex Police request access to this data (when requested) to ensure complaints received into the Commercial Vehicle Unit are dealt with quickly and proportionately.</p>	
14		<p><i>“The TMCo would provide an ‘identifier’ that would be placed within the window of all delivery vehicles to enable residents to identify if an HGV is engaged on work on the Project and would be submitted to and approved by the relevant highway authorities as part of the final CTMP.”</i></p> <p>Essex Police request access to this information for awareness of the ‘identifiers’.</p>	

ID	The Applicant' Position	Essex Police Position	Position Summary
15		Essex Police welcome the inclusion of a delivery pack for HGV drivers. The suggested content of this document will support the project and the driver and as such, we request the delivery pack also contains advice to produce the documents to any police officer should the driver be requested to stop. This will add value to the document and allow prompt access to required information for policing purposes if an incident has occurred.	
16		Essex Police welcome the inclusion of the road cleaning measures outlined and request a named point of contact is provided to ensure intervention measures can be quickly coordinated to prevent an increasing risk to public safety. Additionally, should an incident occur it is easy to locate those legally responsible for any investigation.	
17		In addition to the comments already noted, Essex Police would suggest the applicant consults with the Safer Essex Roads Partnership, particularly regarding the Driving for Better Business scheme which will support the project in ensuring appropriate road safety measures are included.	
18		Heavy Recovery is complicated, and hauliers often use their own recovery operators which can present significant delays and/or risk. If it is proposed to use a local recovery operator Essex Police would request operators are identified in advance to ensure a clear process is in place which provides a suitable provision and avoids undue congestion, risk, and costs.	
19	<p>The traffic forecasts presented within the Environmental Statement Chapter 27 Traffic and Transport [APP-041] assume a worst-case scenario whereby backhauling is not utilised (backhauling is the process whereby a vehicle importing material is used to export material or vice versa, thus avoiding an empty vehicle trip). Intuitively the appointed contractor will seek opportunities to reduce empty HGV movements to save costs, however, in many instances it is not possible and cannot be required as 'normal routing practice'.</p> <p>Notwithstanding, the Environmental Statement Chapter 27 Traffic and Transport [APP-041] summarises that for the worst-case peak daily traffic flow (without backhauling) the residual effects upon all receptors is assessed to be not significant in EIA terms.</p>	Essex Police request consideration to include backhauling as part of normal routing practice for the project. This would support reducing the environmental impact of additional HGV journeys and lessen the risks presented from increased construction traffic on the road network.	Agreed

ID	The Applicant' Position	Essex Police Position	Position Summary
20	The Applicant welcomes this offer from Essex Police and will amend the OCTMP [APP-251] to include this offer. A revised version of the OCTMP will be submitted at an appropriate future deadline.	Essex Police welcome the inclusion of an induction process for HGV drivers for the project and request further engagement to support the induction delivery and ensure the provision includes key road safety strategies in Essex. Essex Police Commercial Vehicle Unit can provide a 'Toolbox Talk' for professional drivers and request consideration to provide this input to identified hauliers to offer greater community safety.	Agreed
21	The Applicant welcomes this offer from Essex Police.	Essex Police welcome the inclusion of the road safety measures outlined and can support the delivery of this vital message if required.	Agreed

2.2 Socio-economics

Table 2.3 Summary of Consultation with Essex Police regarding Socio-economics

Date	Contact Type	Topic
Pre-Application		
11 th October 2024	ETG Meeting 1	<p>Meeting held following receipt of Relevant Representation [RR-094] submitted to the Examining Authority by Essex Police.</p> <p>The following topics were discussed during the meeting:</p> <ul style="list-style-type: none">• An overview of the project and its onshore infrastructure;• Socio-economic assessment regarding crime and policing;• Traffic and transport matters (see Table 2.2); and• Information about the proposed construction mitigation measures (see Table 2.6).

Table 2.4 Topics agreed, in discussion or not agreed in relation to Socio-economics

ID	The Applicant Position	Essex Police Position	Position Summary
1	The Applicant did not scope in socio-economic effects on crime and policing into the assessment. This position was made with reference to precedents taken on other offshore wind farm NSIPs and NPS EN-1 guidance on assessing socio-economic impacts. This position was agreed by the Planning Inspectorate in their Scoping Opinion provided in August 2021.	Essex Police note the response provided by the Applicant.	Agreed
2	<p>The Applicant did not assess the cumulative socio-economic effects on crime and policing as effects on crime and policing were not scoped into the assessment. This position was agreed by the Planning Inspectorate in their Scoping Opinion provided in August 2021.</p> <p>In the 11 October 2024 ETG Meeting Essex Police raised concerns about cumulative effects of major infrastructure projects in Essex, including the A12 Chelmsford to A120 Widening Scheme. This project was scoped out of the socio-economic cumulative effects assessment as there were insufficient details available about this proposal to undertake any meaningful cumulative impact assessment.</p> <p>The Applicant assessed the cumulative effects on housing and health infrastructure and the assessment concluded that there were no significant effects.</p>	Essex Police note the response provided by the Applicant.	Agreed
3	The measures provided in the Outline Code of Construction Practice (OCoCP) (see below) are adequate to ensure that the project has minimised the risk of resulting in additional crime as far as possible.	Essex Police welcome the Applicants response to matters raised and proposed amendments to relevant application documents. Essex Police have reviewed the updates made to the OCoCP and are content to agree items relating to this document.	Agreed
4	<p>ES Chapter 31 Socio-Economics [AS-010] contains information about the scale of the construction workforce, which is relevant to determining the potential scale of construction workers into the local area.</p> <p>For the independent build of North Falls, peak construction demand for onshore workers has been determined to be a total of 471 workers. A worst-case assumption was applied to estimate that 91%, or 429 workers of these workers would be non-local workers. Considering a concurrent build out of North Falls and Five Estuaries Offshore Wind Farms, peak construction demand for onshore workers has been determined to be a total of 698 workers. A worst-case assumption is that 91%, or 635</p>	Whilst the introduction of construction workers will help boost the local economy, there are also disbenefits which may impact on existing communities as a result, which could include increased night-time economy and an increase in volumes of crime as a victim or involved party. Essex Police request engagement with the applicant to understand the size and nature of the construction workforce, locations of any temporary accommodation, and likely population increase to determine any potential impact to crime and resourcing requirements.	Agreed subject to ongoing discussion

ID	The Applicant Position	Essex Police Position	Position Summary
	<p>workers would be non-local workers. As set out in Section 8 of the Outline Skills and Employment Plan (OSEP) [APP-253], the Applicant has engaged, and will continue to engage, with key consultees (listed in Table 8.1) on the content of the OSEP as it is further developed and, subject to securing a DCO, that would be taken forward as the final Skills and Employment Plan, secured by DCO Requirement. This approach may help to ensure a higher level of local construction workforce than has been assumed in the realistic worst case assessment approach to assessing the influx of construction workforce taken in ES Chapter 31 Socio-Economics [AS-010].</p> <p>It should be noted that onshore construction workers are expected to primarily use temporary visitor accommodation onshore (Tendring District, Colchester Borough, Maldon District, and Braintree District in Essex County and Ipswich Borough, Babergh District, and East Suffolk District in Suffolk County). The offshore construction workforce is assumed to be accommodated in construction vessels located offshore, therefore expected to generate no/very limited additional demand on local services such as the police. The operational phase workforce will largely draw on local labour pool and will be significantly smaller than the construction workforce.</p> <p>Given these considerations the Applicant's position is that the scale of the construction workforce is unlikely to present a significant impact on crime or night-time economy. The Applicant is currently engaging with Essex Police to provide further requested information on the demographics of the construction workforce. The Applicant welcomes further engagement with Essex Police on this issue.</p>	<p><i>Essex Police welcome continued discussions with the applicant to ensure the construction workforce are supported and integrated into local communities.</i></p> <p><i>Essex Police support the approach taken by the Applicant to be an industry-leader in supporting communities and individuals into employment, training and career development, and collaborating with other organisations to improve diversity and inclusion within the potential and existing workforce.</i></p>	

2.3 Outline Code of Construction Practice

Table 2.5 Summary of Consultation with Essex Police regarding the Outline Code of Construction Practice

Date	Contact Type	Topic
Pre-Application		
11 th October 2024	ETG Meeting 1	<p>Meeting held following receipt of Relevant Representation [RR-094] submitted to the Examining Authority by Essex Police.</p> <p>The following topics were discussed during the meeting:</p> <ul style="list-style-type: none">• An overview of the project and its onshore infrastructure;• Socio-economic assessment regarding crime and policing (see Table 2.4);• Traffic and transport matters (see Table 2.2); and• Information about the proposed construction mitigation measures.

Table 2.6 Topics agreed, in discussion or not agreed in relation to the Outline Code of Construction Practice

ID	The Applicant Position	Essex Police Position	Position Summary
1	<p>The relevant text within the OCoCP will be updated to include the following:</p> <p><i>“A designated point of contact for the Project will manage communications with emergency services including the East of England Ambulance Service (EEAST), (SNEE ICB), Essex County Fire and Rescue Service and Essex Police.”</i></p>	<p>Essex Police welcome the inclusion of a Stakeholder Communications Plan as outlined within the OCoCP. It is noted that reference is made to establishing effective communication with 'emergency services' and 'blue light services' as part of any plans. Essex Police request a clear definition of these phrases is included to ensure all emergency services are appropriately referenced and consulted with as part of the communications plan and all subsequent contact throughout the construction phase.</p> <p>We note the relevant local authority will be consulted with as part of the project's community and public relations procedure and request consultation with Essex Police is included to ensure that a clear contact strategy and community liaison route for matters relating to the project is in place and the citizen can obtain the correct service and advice to reduce the impact to the contact management command within Essex Police.</p> <p>Essex Police acknowledge the inclusion of the emergency services (including Essex Police) within the community and public relations requirements and are content to agree this matter.</p>	Agreed.
2	<p>The following text has been included in the OCoCP, and is sufficient to ensure worker safety is appropriate managed during construction, through the development of a Health and Safety Plan:</p> <p><i>“The Applicant recognises that its decisions and activities have a direct impact on the health, safety and welfare of those working for the Applicant and on their behalf. The Applicant will set specific health and safety goals and monitor performance in relation to the construction of the proposed North Falls project. The approved Code of Construction Practice (CoCP) will include a health and safety plan, within which the Applicant will:</i></p> <ul style="list-style-type: none"> <i>Demonstrate commitment to health and safety by their actions and behaviours;</i> 	Agreed	Agreed

ID	The Applicant Position	Essex Police Position	Position Summary
	<ul style="list-style-type: none"> • <i>Ensure that Health and Safety issues are fully considered as an integral part of project management throughout the proposed North Falls project life; from design, through construction, operation and maintenance, and future decommissioning;</i> • <i>Require all designers to consider and include the control measures necessary to minimise the risks to the health and safety of all those engaged in construction, maintenance (and demolition) of the proposed North Falls project or to others who may be affected;</i> • <i>Ensure that suitably competent employees and other designers, engineers, supervisors and construction personnel are engaged to undertake the responsibilities associated with the proposed North Falls project;</i> • <i>Ensure that all products, materials and processes used in construction, operation and maintenance present no significant risk to the health and safety of persons carrying out those duties or to others who may be affected by that activity;</i> • <i>Ensure that suitable and sufficient resources, (including labour, materials, time and finances), are made available to effectively manage the health and safety requirements;</i> • <i>Require that parties involved in the proposed North Falls project have, where appropriate, a readily available, valid, suitable and sufficient Pre- Construction Information document and Health and Safety Plan as defined in the Construction (Design and Management) (CDM) Regulations 2015;</i> • <i>Ensure that upon completion of construction a suitable and sufficient Health and Safety File is completed and transferred, where appropriate, to the Applicant; and</i> • <i>Site access for members of the public shall be restricted during the construction phase of the project, to ensure public safety. Site access for all parties involved in construction will also be managed through a number of actions, including signing in procedures, exclusion zones and induction certificates. The Health and Safety Plan will detail the safety measures to be imposed on site."</i> 		

ID	The Applicant Position	Essex Police Position	Position Summary
3	<p>The following text has been included in the OCoCP, and is sufficient to ensure worker safety is appropriately managed during construction, through the development of an Employee Code of Conduct:</p> <p><i>“The Applicant provides clear standards for the conduct of its workforce, these include a Code of Behaviour/Conduct; Employee Rules; Health and Safety; Drugs, Alcohol and Substance Misuse, etc. <u>Drug and alcohol testing</u> would be an integral part of the occupational health service. The Applicant would require Contractors to put in place similar arrangements and enforce a commensurate standard of conduct across the workforce. The Applicant would ultimately reserve the right to remove persons from the Project in the event of unacceptable conduct. <u>Health promotion information</u> would be available to the workforce, e.g. at facilities provided for the construction workforce. Further details will be provided within a Workforce Management Strategy within the CoCP, post-consent.”</i></p>	Agreed	Agreed
4	<p>The Applicant will prepare and submit an updated OCoCP [APP-248]. This will include an update to the text in Section 1.3.5 Site Security, which will note that site inductions will include training in relation to staff vigilance for identifying security concerns and risks.</p>	<p>We note that within the CoCP reference is made to construction site housekeeping, personnel site inductions, and the provision of adequate construction area welfare facilities. Essex Police request that training in relation to staff vigilance for identifying security concerns and risks are included within any personnel induction process and ongoing reinforcement that security practices are embedded. This will enhance staff health and wellbeing and encourage ownership of employees of the site.</p>	Agreed
5	<p>The Applicant would be happy to engage with Essex Police’s Designing Out Crime Officers once a Principal Contractor has been appointed to discuss:</p> <ul style="list-style-type: none"> • Specification of boundary treatments and fence provision. • Maximising on natural surveillance opportunities. • General management and maintenance. <p>This consultation can be undertaken post-consent, once a Principal Contractor is appointed.</p>	<p>The location, design and security of site compounds must utilise applicable security standards across all components wherever appropriate and ensure effective risk commensurate measures are in place to mitigate the risk of criminal activity such as theft of equipment and/or materials and Anti-Social Behaviour (ASB). Essex Police Designing out Crime Officers request liaison in relation to these sites and any smaller dedicated compound(s) for the onshore construction works. Such engagement will reflect matters including, but not limited to:</p> <ul style="list-style-type: none"> • Specification of boundary treatments and fence provision. • Maximising on natural surveillance opportunities. • General management and maintenance 	Agreed subject to ongoing discussion

ID	The Applicant Position	Essex Police Position	Position Summary
6	Site security measures through the onshore project area has been included within Section 1.3.5 of the OCoCP [APP-248]. Section 1.3.5 includes a commitment to provide updated details on site security within the final Code of Construction Practice, secured by DCO Requirement.	It is recognised that aspects of the 'construction and building site' will not be contained within a dedicated compound but span the length of the route, increasing the potential risk of crime, particularly in the more rural and green field locations. Appropriate mitigation should be in place to minimise the risks identified.	Agreed
7	Details of the welfare facilities provided on site are detailed within Section 1.3.6 of the OCoCP [APP-248]. Details of the process for reporting and managing staff incidents will be detailed in the Workforce Management Strategy to be prepared as part of the final CoCP, secured by DCO Requirement.	Essex Police would like to understand what 'adequate welfare facilities' includes to ensure appropriate provisions will be in place for personnel and workforce safety both on and off site. This should include a clear process for reporting and managing incidents both on and off site.	Agreed
8	The Applicant will amend the OCoCP [APP-248] to advise employees of the current illegality of using e-scooters if they are not part of a recognised scheme. A revised version of the OCTMP will be submitted at an appropriate future deadline.	Essex Police welcomes the inclusion of the proposed personnel travel plan measures outlined in the OCTMP5. In addition to the options and measures proposed, Essex Police request all personnel are advised of the illegality of using e-scooters if they are not part of a recognised scheme. E-scooters form part of our vulnerable road users and in rural roads present a risk to the rider's safety and the safety of others.	Agreed
9	The Applicant's view is that matters regarding protest and incident response is best captured within the project's Health and Safety Plan, to be submitted as part of the final CoCP, secured by DCO Requirement. The Applicant will prepare and submit an updated OCoCP [APP-248] which makes reference to protest incident response under Section 1.2.1.	Essex Police request engagement and liaison throughout the project to ensure an appropriate protest response and incident management plan is in place; this should include attendance response and management responsibilities, key points of contact, and the management of health and safety.	Agreed
10	<p>The Essex Design Guide has been reviewed when developing the project's Design Vision [APP-234], which sets out the principles which underpin the design process for the project's permanent infrastructure. The Design Vision details how the principles of the Essex Design Guide have helped inform the approach to design used by the Applicant in developing the project design, and which will continue to be used during detailed design, post-consent.</p> <p>The Applicant's proposed approach to engage with Essex Police in advance of and during construction under the Stakeholder Communication Plan described the OCoCP [APP-248] is considered appropriate for helping deliver the outlined goals of the collaborative Essex Emergency Services approach.</p>	<p>The Essex Design Guide provides high level direction for new developments and infrastructure within Essex and includes the strategic development principles from Essex Emergency Services.</p> <p>Essex emergency services need to understand and respond to any increased risk brought by the additional growth and development as well as looking at county wide issues including increases in volume of demand.</p> <p>We see this guidance as an enabler to inform strategic demand, resource allocation and management planning linked to future development and growth. By working directly with developers and local planning authorities to influence the design and build of new places, we can collectively make new and existing communities as safe as they can be, delivering real benefits to the residents of Essex as well as those who visit for business or leisure activities.</p> <p>Key aims and objectives of the collaborative Essex Emergency Services approach include:</p>	Agreed

ID	The Applicant Position	Essex Police Position	Position Summary
		<ul style="list-style-type: none"> • Emergency services, local authorities, developers, and infrastructure providers will work together to deliver safe, secure, and sustainable developments. This is supported through the Emergency Services Planning Protocol. • Create a proactive, consistent, and informed early response to the increased demand placed on emergency services that new housing and development will bring. • Aligning long term planning aspirations with the demand profiles of Essex Emergency services; applying collaborative and technical solutions where possible. • Apply an evidenced approach to applying for developer contributions to support increased emergency service infrastructure costs. • Engage with developers and planners, providing education and guidance around emergency services safety standards and infrastructure requirements. • Engaging with master plans and larger planned developments at the early stages, creating consultative links with developers and planning authorities. • Building an evidence base for predictive demand and risk and where response will be required. • Understanding how our delivery models will respond to increased demand. • Support the National Planning Policy Framework to promote healthy and safer communities. 	
11	<p>The Applicant is likewise keen to continue engagement with Essex Police with the aim of reaching substantive agreement on the main issues outlined above via a Statement of Common Ground [<i>this document</i>], with the aim of doing this in advance of Examination commencing.</p>	<p>As key social infrastructure providers, emergency services and interested parties in this DCO process, Essex Police has identified the North Falls Offshore Wind Farm project as having considerable impact on its operations, service capacity and resources requiring appropriate mitigation and management measures.</p> <p>Essex Police request continued engagement with the applicant with the aim of reaching substantive agreement on the main issues via a Statement of Common Ground, with any outstanding matters to be discussed and agreed during the Examination.</p>	Agreed.

3 Signatures

16. The above SoCG is agreed between the Applicant and the Essex Police on the day specified below.

Signed:___Cormac Rooney_____

Print Name:___Cormac Rooney_____

Job Title:___Onshore Consents Manager_____

Date:___11/02/2025_____

Duly authorised for and on behalf of the North Falls Offshore Wind Farm Limited

Signed: Lisa Cooke_____

Print Name: Chief Inspector 72341 Lisa Cooke_____

Job Title: Operational Change Chief Inspector, Strategic Planning_____

Date: 10/02/2025_____

Duly authorised for and on behalf of Essex Police

4 References

Department for Communities and Local Government (2015) Planning Act 2008: Guidance for the examination of applications for development consent. Available at: [Preliminary pages - Template A](#) [Accessed 07/01/2025]

Department for Energy Security and Net Zero (2023) Overarching NPS for Energy (EN-1) (Department of Energy Security and Net Zero. Available at: EN-1 Overarching National Policy Statement for Energy (publishing.service.gov.uk) (www.gov.uk) [Accessed 07/01/2025]

Highways England (2020) DMRB GG 119 - Road Safety Audit, Standards for Highways. Available at: [710d4c33-0032-4dfb-8303-17aff1ce804b](#) [Accessed 07/01/2025]



NORTH FALLS

Offshore Wind Farm



RWE

HARNESSING THE POWER OF NORTH SEA WIND

North Falls Offshore Wind Farm Limited

A joint venture company owned equally by SSE Renewables and RWE.

To contact please email contact@northfallsoffshore.com

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