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To the Applicant.  
By email only.

Your Ref:

Our Ref: EN010119

Date: 6 June 2025

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Dear Mr Harper

## **The Infrastructure Planning (Examination Procedure) Rules 2010 – Rule 17**

### **Application by North Falls Offshore Wind Farm Ltd for an order granting development consent for the North Falls Offshore Wind Farm project**

#### **Request for further information**

We are writing under Rule 17 of the Infrastructure Planning (Examination Procedure) Rules 2010 (as amended).

With reference to the Issue Specific Hearing 2 (ISH2) dated 9 April 2025, as part of agenda item 3.4 the Applicant was asked in the event that approval for removal of the Galloper recommended ferry route was refused at any stage in the process, whether there was a revised and more limited form of development that could proceed that would retain the Galloper recommended ferry route.

The Applicant's 'Further Responses to Actions List from ISH1 and ISH2 (Rev0) [REP5-066], ISH 2 action item 3.4.2 - Applicant to consider position on alternatives available for the project if removal of the Galloper Recommended Route is refused', refers to the Applicant's Position Statement on the Galloper Recommended Route [REP5-071]. The Position Statement indicates that new and future constraints (Belgian offshore wind farms) mean that in the event of any plans to re-open an Ostend to UK ferry route, different routing patterns would need to be established regardless of the presence of the Galloper recommended route.

It is also stated that the Princess Elisabeth Island has already begun construction, and an exclusion zone is in place over the historic (South) route. This is illustrated by the figure below (Figure 4.6 from the FSA [Formal Safety Assessment] [REP2-025]).

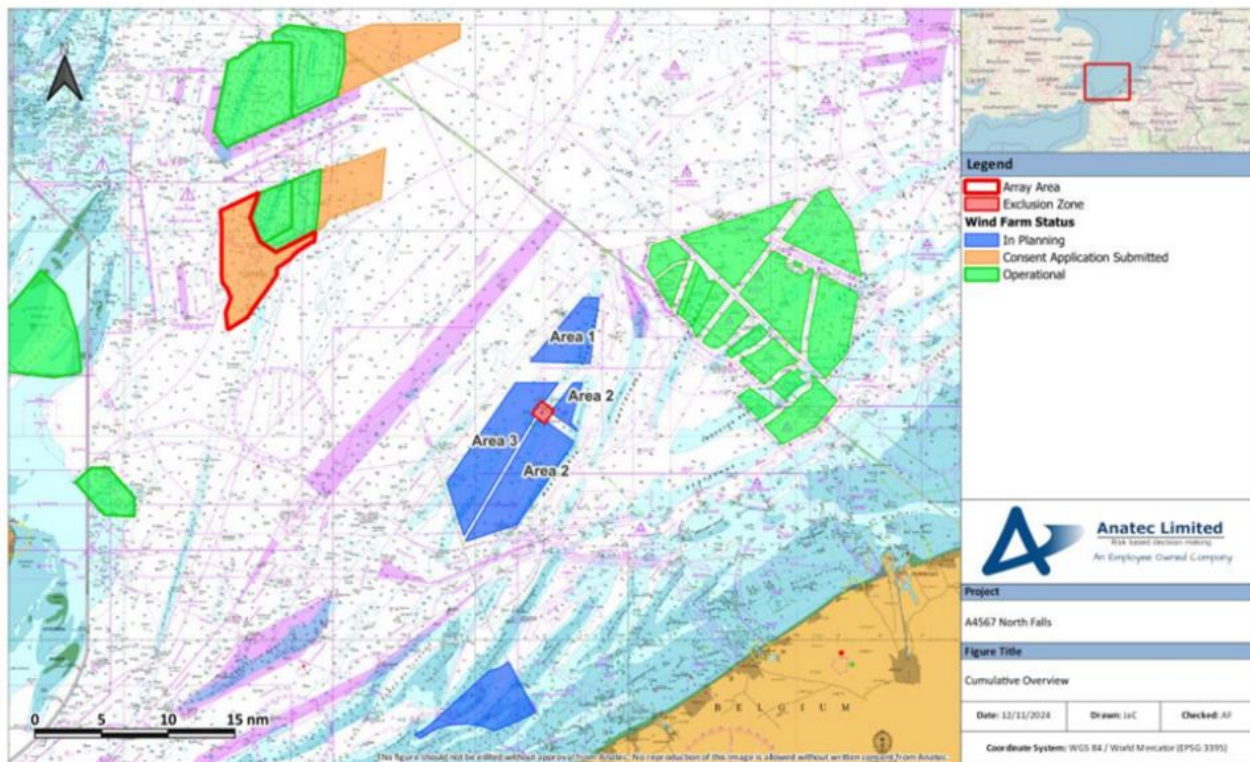
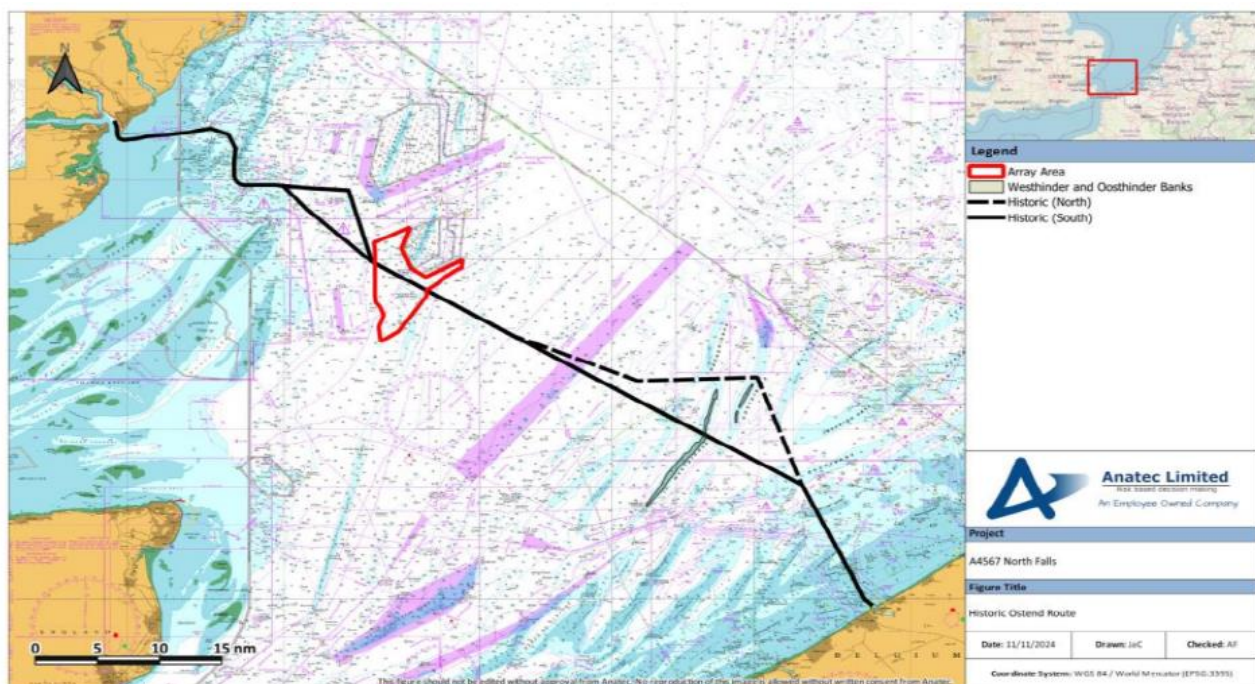
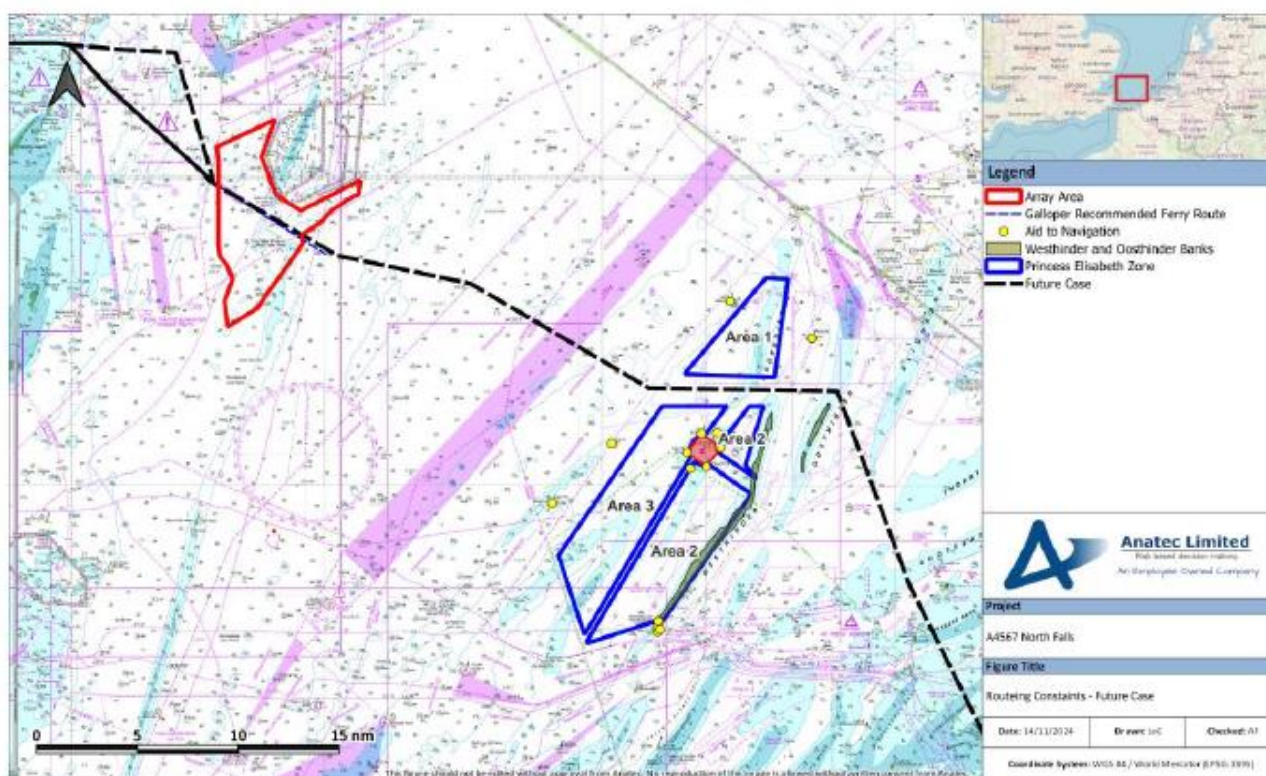


Figure 5.1 of the FSA [REP2-025] shows the Historic Ostend Routes below.







**Figure 6.6 Routing Constraints – Future Case (i.e., with Princess Elisabeth Zone)**

Figure 6.6 from the FSA [REP2-025] is shown above.

To assist the Secretary of State's and the Examining Authority's (ExA) understanding of this matter, the Applicant is requested to respond to the following points:

1. Given that the future case route in Figure 6.6 (above) between the south of the Princess Elisabeth Zone (PEZ) Area 1 and the north of the PEZ Areas 2 and 3 appears similar to the historic Galloper recommended route (North route) shown in Figure 5.1 above, the ExA requests that the Applicant confirms whether these routes are the same or similar, and also if formal approval of the removal of the Galloper recommended route has been sought, or is planned to be sought, as part of the Princess Elisabeth Island project?
2. The ExA requests that the Applicant gives further consideration to the original question, namely, in the event that approval for removal of the Galloper recommended ferry route is refused at any stage in the process, is there a revised and more limited form of development that could proceed that retains the Galloper recommended ferry route? The Applicant's response should include details and a plan showing how the revised and more limited form of development could be achieved and set out. The Applicant is also requested to consult with the Maritime and Coastguard Agency (MCA) and Trinity House in the development of the plan to ensure that it also complies with their requirements.
3. The ExA also requests that the Applicant, in consultation with the MCA and Trinity House, considers the feasibility of a phased approach scenario to enable offshore construction activity that would not directly interact with the Galloper recommended route to commence prior to written confirmation from the MCA that the removal of

the Galloper recommended route has been approved by the International Maritime Organization (IMO). In that scenario, the commencement of construction of the remaining offshore construction phase that directly interacts with the Galloper recommended route would be subject to written confirmation from the MCA that the removal of the Galloper recommended route has been approved by the IMO. If such a phased approach would be feasible, please produce a plan that shows how such an approach could be implemented.

Responses should be submitted by **Deadline 6 (24 June 2025)**.

Yours sincerely

*Wendy McKay*

**Wendy McKay**  
**Lead member of the panel of Examining Inspectors**

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