



NORTH FALLS

Offshore Wind Farm

Applicant's Response to ExA's Request for further information (Rule 17) - Galloper

Document Reference:	9.90
Volume:	9
Date:	June 2025
Revision:	0

Project Reference: EN010119



Project	North Falls Offshore Wind Farm
Document Title	Applicant's Response to ExA's Request for further information (Rule 17) - Galloper
Document Reference	9.90
Supplier	NFOW

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Revision	Date	Status/Reason for Issue	Originator	Checked	Approved
0	June 2025	Deadline 6	Anatec	NFOW	NFOW

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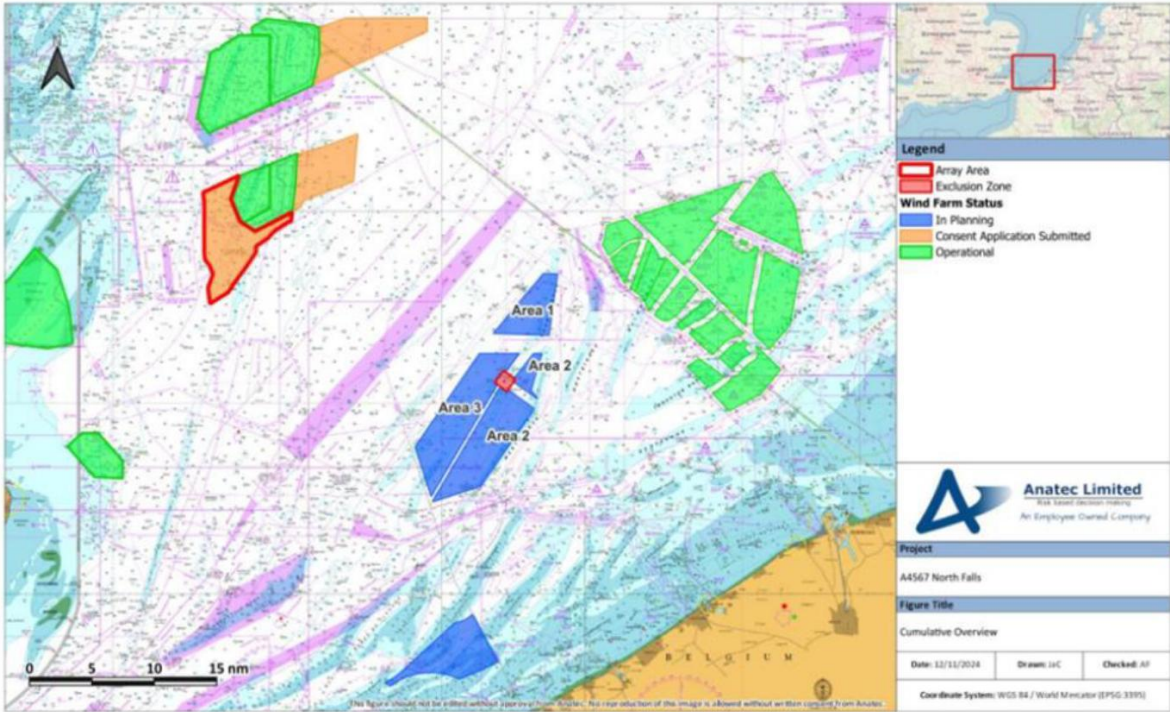
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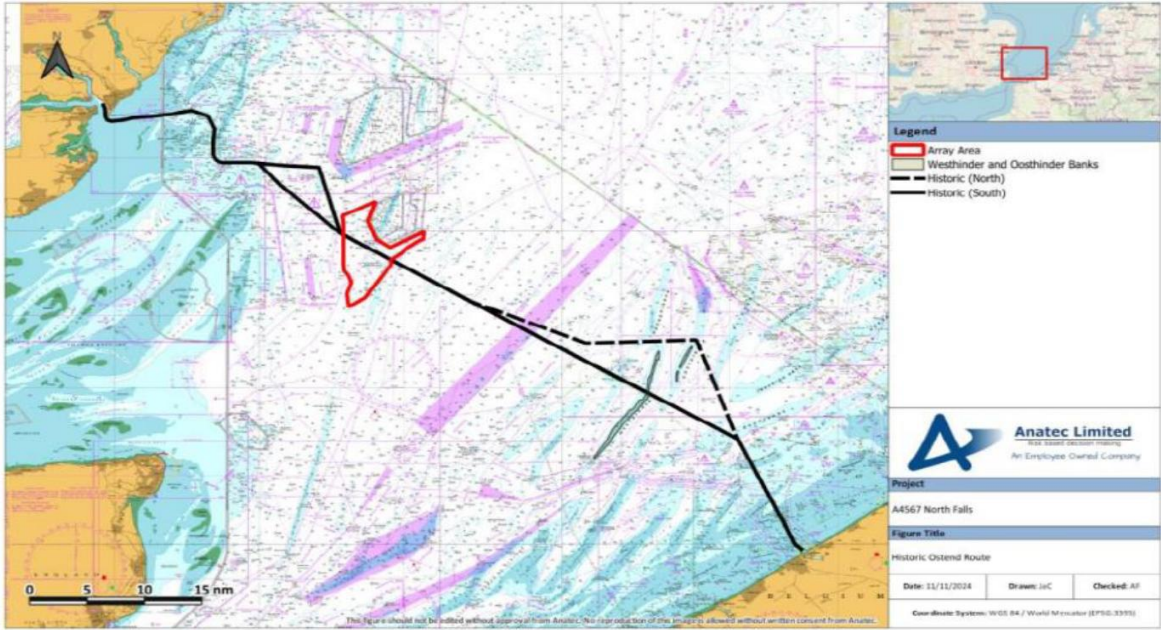
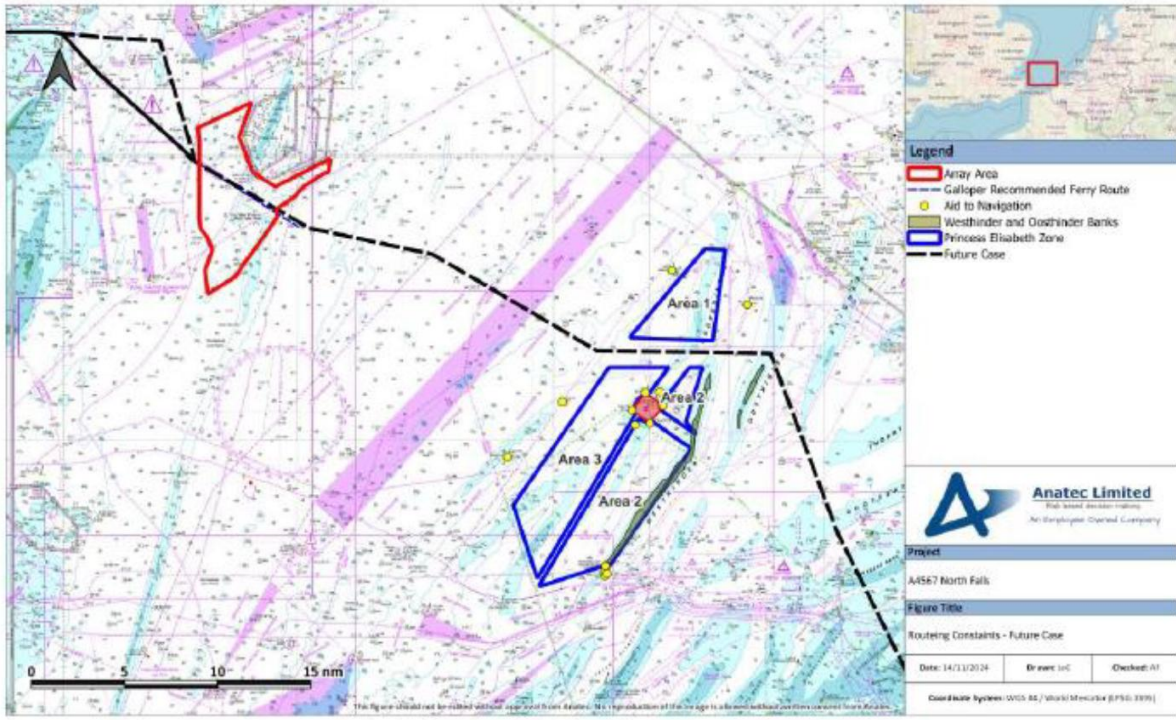
1. Introduction

1. The Applicant submits this response to the ExA's request for further information dated 6 June 2025, issued under Rule 17 [PD-015]. This request follows discussions held during Issue Specific Hearing 2 (ISH2) on 9 April 2025 and relates specifically to the implications of the potential refusal of approval for the removal of the Galloper recommended ferry route.
2. The Applicant acknowledges the ExA's request for clarification on the relationship between historic and future routeing patterns, and for further consideration of alternative development scenarios that could retain the Galloper recommended route. This response addresses each of the ExA's questions in turn, including:
 - A comparison of the historic and future route alignments;
 - Consideration of a revised and more limited form of development;
 - Exploration of a phased construction approach, in consultation with the Maritime and Coastguard Agency (MCA) and Trinity House.

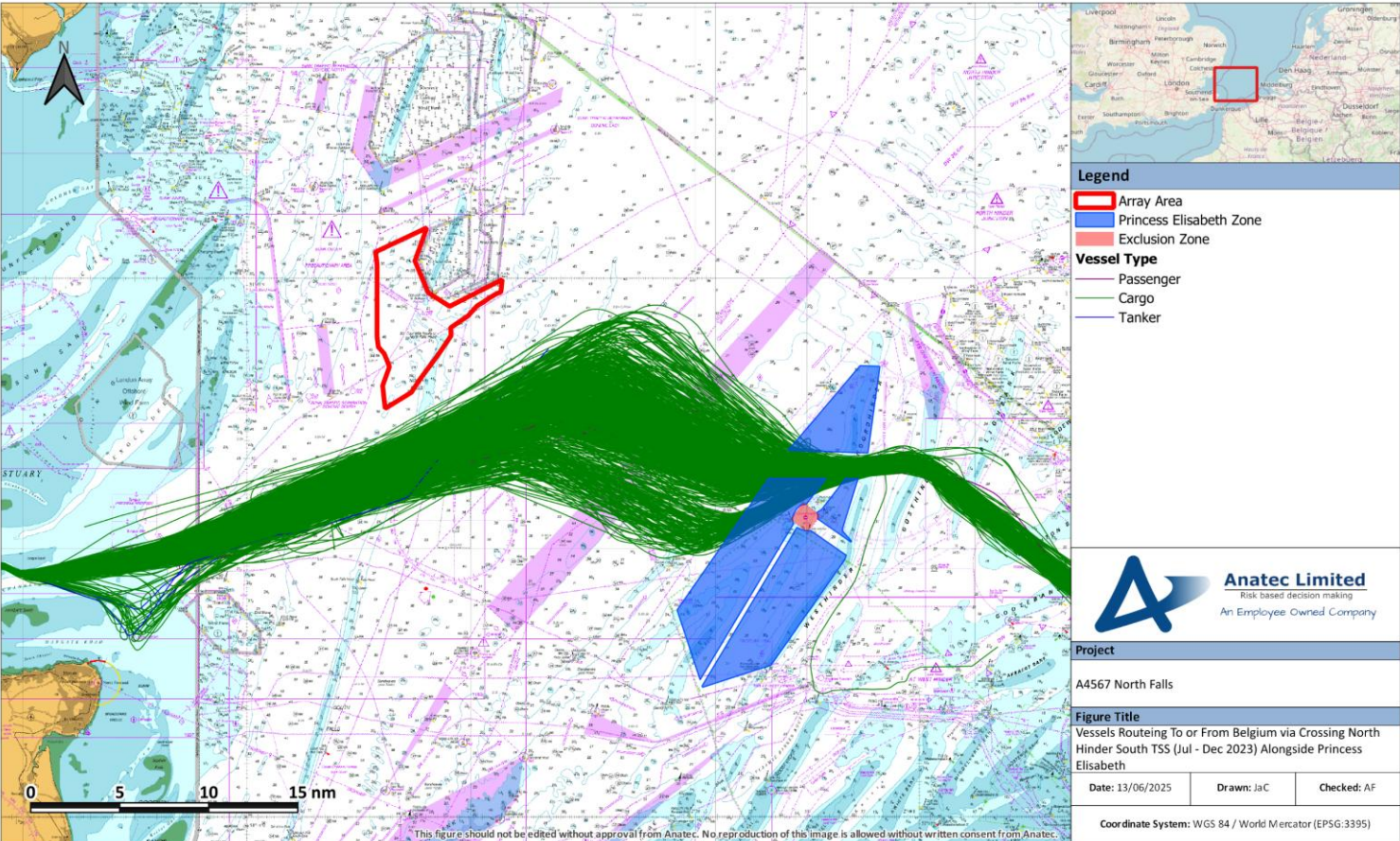
2. Applicant’s Response to Exa’s Request or Further Information (Rule 17) - Galloper [Pd-015]

Table 2.1 Applicant’s Response to ExA’s Request for Further Information (Rule 17) - Galloper

Ref	Exa Request	Applicant’s Response
PD-015_a	<p>We are writing under Rule 17 of the Infrastructure Planning (Examination Procedure) Rules 2010 (as amended).</p> <p>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.</p> <p>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 routeing patterns would need to be established regardless of the presence of the Galloper recommended route.</p>	n/a
PD-015_b	<p>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]).</p> 	n/a

Ref	Exa Request	Applicant's Response
	<p data-bbox="270 258 1196 289">Figure 5.1 of the FSA [REP2-025] shows the Historic Ostend Routes below.</p>   <p data-bbox="270 1692 1299 1724">Figure 6.6 Routing Constraints – Future Case (i.e., with Princess Elisabeth Zone)</p>	
PD-015_c	<p data-bbox="270 1749 1368 1801">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:</p> <ol data-bbox="270 1808 1368 1877" style="list-style-type: none"> 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 Gallopier recommended route (North route) shown in Figure 5.1 above, the ExA requests that the Applicant confirms whether these 	<p data-bbox="1412 1749 2807 1850">The Applicant can confirm that the "Gallopier Recommended Ferry Route" 'Historic (North)' route shown in Figure 5.1 [REP2-025] is similar to the future case route in Figure 6.6 [REP-2025]. However, the Applicant can confirm that the most frequently used route was the 'Historic (South)' route, with the 'Historic (North)' route used only occasionally by the ferries from Ostend, likely under certain tidal or meteorological conditions.</p>

Ref	Exa Request	Applicant's Response																																				
	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?	<p>With regards to the PEZ, it is important to differentiate between the “Galloper Recommended Ferry Route” and the routes used by the original ferries. For the purposes of clarity in the following response, the latter are referred to as the “Ostend Ferry Routes”.</p> <p>Galloper Recommended Ferry Route</p> <p>The Galloper Recommended Ferry Route is an IMO Adopted Routeing Measure, located entirely in UK waters. As it is an IMO Adopted Routeing Measure, it is shown on certain appropriately scaled charts and would require an application to the IMO for any amendment. The Galloper Recommended Ferry Route is shown relative to North Falls and the PEZ in the figure below.</p> <div><table><tr><td colspan="3">Legend</td></tr><tr><td> </td><td>Array Area</td><td></td></tr><tr><td> </td><td>Galloper Recommended Ferry Route</td><td></td></tr><tr><td> </td><td>Princess Elisabeth Zone</td><td></td></tr><tr><td> </td><td>Exclusion Zone</td><td></td></tr><tr><td> </td><td>Westhinder and Oosthinder Banks</td><td></td></tr></table><div><div></div><div>Anatec Limited Risk based decision making An Employee Owned Company</div></div><table><tr><td colspan="3">Project</td></tr><tr><td colspan="3">A4567 North Falls</td></tr><tr><td colspan="3">Figure Title</td></tr><tr><td colspan="3">Galloper Recommended Ferry Route Alongside Princess Elisabeth Zones</td></tr><tr><td>Date: 18/06/2025</td><td>Drawn: JaC</td><td>Checked: AF</td></tr><tr><td colspan="3">Coordinate System: WGS 84 / World Mercator (EPSG:3395)</td></tr></table></div> <p>Ostend Ferry Routes</p> <p>At the point that the relevant ferry services were first operated, a typical port to port route would have been defined for each service upon which a timetable would then be based i.e., these port to port routes are the Ostend Ferry Routes. The Applicant understands this to be the 'Historic (South)' route shown in Figure 5.1 of [REP-025], noting this route is indicative only and the vessel would be able to deviate from this typical route if conditions or circumstances dictated (e.g., the less frequently used historic north route). These routeing options were not shown on charts (vessel routes – port to port – are never charted), and therefore the routes shown in Figure 5.1 of [REP-025] are based on review of historic AIS data.</p> <p>Given there is no interaction between the Galloper Recommended Ferry Route and the PEZ, there would be no need for the Galloper Recommended Ferry Route to be removed as a result of the PEZ. However, the PEZ does interact with the Ostend Ferry Routes (notably the preferred 'Historic (south)' route), and as such in the event that a ferry service from Ostend to certain UK ports was opened, it would still be necessary for a new timetable to be developed to account for the PEZ, regardless of the presence (or otherwise) of the Galloper Recommended Ferry Route.</p>	Legend			 	Array Area		 	Galloper Recommended Ferry Route		 	Princess Elisabeth Zone		 	Exclusion Zone		 	Westhinder and Oosthinder Banks		Project			A4567 North Falls			Figure Title			Galloper Recommended Ferry Route Alongside Princess Elisabeth Zones			Date: 18/06/2025	Drawn: JaC	Checked: AF	Coordinate System: WGS 84 / World Mercator (EPSG:3395)		
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		<p>The Applicant would like to clarify that the corridor shown through the PEZ is an area used by existing and established ferry routing between Thames ports and Zeebrugge. This is illustrated below. It is considered likely that the corridor through the PEZ is for this existing traffic rather than any future Ostend routeing.</p>  <p>This figure should not be edited without approval from Anatec. No reproduction of this image is allowed without written consent from Anatec.</p>
PD-015_d	<p>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.</p>	<p>The Applicant has previously undertaken business case studies to consider whether a revised development to accommodate the Galloper Recommended Ferry Route would be feasible and leave a viable project. The business case indicates that North Falls would likely not be viable from a commercial perspective based on the small capacity of the windfarm in the event that it is necessary to retain a corridor for the Galloper Recommended Ferry Route.</p>
PD-015_e	<p>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 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.</p>	<p>For the reason set out in response to PD-015_d, North Falls does not consider a phased approach is likely to be feasible. Further, the layout configuration that would be required if a corridor had to be maintained for the Galloper recommended route would likely differ from the optimal layout configuration that would be built in the absence of the Galloper recommended route and would result in significant additional array cabling being required and possibly decommissioned during construction to facilitate this. Therefore, North Falls would be unlikely to commence construction while there remained a substantive risk that the written confirmation referenced would not be received.</p>



NORTH FALLS

Offshore Wind Farm



HARNESSING THE POWER OF NORTH SEA WIND

North Falls Offshore Wind Farm Ltd

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

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