



## TRINITY HOUSE

12 October 2022

The Planning Inspectorate  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Your Ref: EN010112  
Identification No. 20031611

**Awel y Môr Offshore Wind Farm Project  
Written Response to the Examining Authority's (ExA)  
First Round of Written Questions for Deadline 1**

Dear Sir / Madam

We refer to the above application for development consent.

Accordingly, Trinity House requests to submit its written response to the ExA for Deadline 1 in respect of the ExA's first round of Written Questions (ExQ1) as detailed in the table attached to this letter below.

We trust that this submission is of assistance and would ask that all correspondence regarding this matter is addressed to myself at [REDACTED] and to Mr Steve Vanstone at [REDACTED]

Yours faithfully,

[REDACTED]  
Russell Dunham ACII  
Legal Advisor  
[REDACTED]

ExQ1	Question to:	Question:	Trinity House Response:
12.12	MCA, Trinity House, UK Chamber of Shipping	<p><b>Shipping and Navigation – General</b>            Are you satisfied with the ES volume 2, chapter 9 [APP-055] and:</p> <p>a) that the maximum design scenario for safety zones of 500 metres around structures during construction, 50 metres around structures which are installed but awaiting further works or commissioning, and 500 metres from structures undergoing major maintenance works are not significant to impede your activities;</p> <p>b) that the maximum design scenario minimum spacing of 830 metres between structures is not significant to not impede your activities;</p> <p>c) that all main routes (17 in number) have been identified and are as shown on Figure 6;</p> <p>d) that the proposed development does not interfere with the use of recognised sea lanes essential to international navigation; and</p> <p>e) that any negative impacts on non-international navigation sea lanes are as low as reasonably practicable;</p> <p>If you have any issues on the above, please explain your reasons and provide evidence justification.</p>	<p>Trinity House are content with ES volume 2, chapter 9 [App-055]</p> <p>a) Trinity House are satisfied that the safety zones considered during the construction and maintenance phases will not impede any aids to navigation.</p> <p>b) Trinity House are satisfied with the minimum design spacing.</p> <p>c) Trinity House are unaware of any other “main route” in the area.</p> <p>d) Trinity House would expect that the final layout of the turbines complies with MCA guidance and is sufficiently far from the traffic separation scheme as to not interfere with the shipping lane.</p> <p>e) Trinity House are unable to comment on any commercial impact created by vessels having to route around the windfarm. During all phases of the project, aids to navigation will need to be provided in order to reduce the risk posed to marine traffic in the area.</p>