
From: Trevor Harris [REDACTED]
Sent: 03 November 2021 19:04
To: Five Estuaries OSWF <FiveEstuaries@planninginspectorate.gov.uk>
Cc: Stephen Vanstone [REDACTED]
Subject: Five Estuaries Offshore Wind Farm - Scoping Consultation EN010115

Dear Stephanie,

Please accept my apologies for being slightly late with our response, but unfortunately a lot of the team here are currently indisposed due to illness including the dreaded Covid Bug.

Trinity House are broadly content with the scoping document.

Trinity House would expect the following to form part of the Environmental Statement:

Navigation Risk Assessment

- Comprehensive vessel traffic analysis in accordance with MGN 654.
- The possible cumulative and in-combination effects on shipping routes and patterns should be adequately assessed.
- Proposed layouts should conform to MGN 654 and significant consideration should be given to the layout of the current Galloper and Greater Gabbard Offshore Wind Farms in this regard.

Risk Mitigation Measures

- We consider that this development will need to be marked with marine aids to navigation by the developer/operator in accordance with the general principles outlined in IALA (International Association of Marine Aids to Navigation and Lighthouse Authorities) Recommendation O-139 on the Marking of Man-Made Offshore Structures as a risk mitigation measure. In addition to the marking of the structures themselves, it should be borne in mind that additional aids to navigation such as buoys may be necessary to mitigate the risk posed to the mariner, particularly during the construction phase. All marine navigational marking, which will be required to be provided and thereafter maintained by the developer, will need to be addressed and agreed with Trinity House. This will include the necessity for the aids to navigation to meet the internationally recognised standards of availability and the reporting thereof. (The project should note that IALA Recommendation O-139 is due for an update hopefully by the end of 2021)
- Any monitoring equipment, including met masts and LIDAR or wave buoys must also be marked as required by Trinity House.
- A decommissioning plan, which includes a scenario where on decommissioning and on completion of removal operations an obstruction is left on site (attributable to the wind farm) which is considered to be a danger to navigation and which it has not proved possible to remove, should be considered. Such an obstruction may require to be marked until such time as it is either removed or no longer considered a danger to navigation, the continuing cost of which would need to be met by the developer/operator.
- The possible requirement for navigational marking of the export cables and the vessels laying them. If it is necessary for the cables to be protected by rock armour, concrete mattresses or similar protection which lies clear of the surrounding seabed, the impact on navigation and the requirement for appropriate risk mitigation measures needs to be assessed.

With regard to the consideration raised in sec 14.7 Trinity House would expect to see an appropriate assessment of how the traffic patterns created by the development will interact with the North Hinder Junction and the North Hinder TSS. These are major international shipping lanes and traffic has to abide by the Regulations for the Prevention of Collision when joining or leaving these schemes. Large course alterations created by any development so that traffic can join, or leave, the appropriate lane of the TSS Sunk East should be avoided and/or mitigated appropriately.

Trinity House provide aids to navigation in the TSS Sunk East and currently have no plans to relocate these. It is possible that the proposed development would require us to either change the current marking, or seek sanction from the Department of Transport to enhance the aids to navigation. This should also be explored within any Navigational Risk Assessment and Trinity House will engage with the applicant on these matters in the future if required.

The northern section of the development area interacts with a major international shipping route from Harwich/Felixstowe to Rotterdam/Europoort and likely traffic routing changes will need to be assessed so that this traffic can correctly align with the North Hinder TSS and Junction.

The question raises the issue of what mitigation measures could resolve any issues and it is our opinion these can only be resolved by careful planning and final layout of the development. These are partly recognised in Sec 14.11 of EN010115-000012 scoping report.

Best regards
Trevor

Trevor B Harris
Navigation (Examiner) Manager

Trinity House, Tower Hill, London, EC3N 4DH



From: Navigation [redacted]
Sent: 05 Octo
To: Trevor Harris [redacted] Stephen Vanstone
[redacted]
Subject: FW: Five Estuaries Offshore Wind Farm - Scoping Consultation

From: Five Estuaries OSWF <FiveEstuaries@planninginspectorate.gov.uk>

Sent: 05 October 2021 13:42

To: Navigation [REDACTED]

Cc: Thomas Arculus [REDACTED]

Subject: Five Estuaries Offshore Wind Farm - Scoping Consultation

Hello

Please see the attached letter regarding the Environmental Impact Assessment scoping consultation for the Proposed **Five Estuaries Offshore Wind Farm**. Please note that the deadline for responses to the consultation is **2 November 2021**.

Kind regards

Stephanie

Stephanie Newman
EIA and Land Rights Advisor
Environmental Services

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