



TRINITY HOUSE

21 August 2020

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

Your Ref: EN020022

Identification No. 20023138

**The Aquind Interconnector
Written Submission to Examining Authority
In Response to the Examining Authority First Round of Written Questions (ExQ1)
Issued on 3 July 2020 for Deadline 1**

Dear Sir / Madam

We refer to the above application for development consent and the Examining Authority's (ExA) first round of written questions (ExQ1) issued on 3 July 2020.

Accordingly, Trinity House requests to submit its response to the ExA for Deadline 1 as follows:-

Shipping & Navigation

Question SN1.14.5: To the Applicant and Trinity House

With reference to paragraph 12.6.2.1 of ES Chapter 12 [APP-127], is there an exclusion margin to the east of the Isle of Wight and would this, in combination with the proposed exclusion zone around the marine cable corridor, lead to navigational concerns or conflict with ships entering or leaving the Solent?

Trinity House Response:

Trinity House would have concerns if any exclusion zones granted during the construction of the interconnector included areas within the Nab Channel. In particular, the proposed exclusion areas within the Nab Channel would reduce the navigable width of the channel and could have a serious impact on marine navigation. This would, therefore, need to be carefully managed and monitored by the relevant Port and Pilotage authorities, with the cooperation of the applicant.

The Nab East Pilot Boarding area for Southampton and Portsmouth would be affected if the construction area exclusion zones are used to restrict operations as vessels may require more room to manoeuvre, depending on the weather at the time. It is suggested that this

could be managed with good cooperation between the applicant and the Pilotage authorities as construction passes this area.

An exclusion zone around the construction operations may impact on vessels navigating outside of the Nab Channel, including recreational craft, although this should be mitigated by vessels complying with COLREGS and the proposed guard vessels.

Trinity House acknowledges that any exclusion zones, as described in ES Chapter 12, would be temporary during the construction phase and move accordingly. It is requested the applicant and relevant Port/harbour authorities promulgate appropriate information to the marine users in the area accordingly.

Trinity House suggests that it may be appropriate for the ExA to consider additionally directing the above question to Port/Pilotage Authorities for the area and to the Maritime & Coastguard Agency who may wish to comment.

We trust that these submissions are helpful and would ask that all correspondence regarding this matter is addressed to myself at russell.dunham@trinityhouse.co.uk and to Mr Steve Vanstone at navigation@trinityhouse.co.uk

Yours faithfully,

Russell Dunham

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Legal & Risk Advisor

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