



TRINITY HOUSE

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

Your Ref: EN010119
Identification No. 20050480

11 February 2025

Dear Sir / Madam,

**The North Falls Offshore Wind Farm Project
Written Response to Examining Authority's First Round of Written Questions (ExQ1) for
Deadline 2**

We refer to the above application for Development Consent and the Examining Authority's First Round of Written Questions issued on 4 February 2025.

Question:- Q15 NS 1.3

NRA methodology

Are you content with the methodology that has been applied to assess the Proposed Development's shipping and navigational risks in the submitted NRA Chapter 3 in [APP-106]? If you are not content, what are your concerns and how might they be addressed?

Trinity House Response:-

We confirm we are content that the methodology used to assess the Proposed Development's shipping and navigational risks in the submitted NRA is satisfactory.

Question:- Q15 NS 1.4

NRA data sources

Are you content that the NRA has been informed by the correct sources of data (Chapter 5 in [APP-106])? If you are not content, what other data do you think should be taken into account when assessing the navigational and shipping risks associated with the Proposed Development?

Trinity House Response:-

We are content that the sources of data utilised within the NRA are suitable for Trinity House's requirements.

Question: Q15 NS 1.5

Navigational Safety

Paragraph 852, Chapter 21 Summary, from the NRA Part 2 of 3 [APP-107] states that "The significance of risk has been determined as either Broadly Acceptable or Tolerable for all shipping and navigation hazards assessed. With additional mitigation measures applied, the residual risk is Broadly Acceptable or Tolerable with Mitigation for all shipping and navigation hazards and ALARP."

- (i) *Are you satisfied that the Proposed Development, subject to implementation of management plans and the level of mitigation proposed by the Applicant, reduces the risks to navigational safety to 'as low as reasonably practicable' (ALARP)?*
- (ii) *Are you content with the NRA and that the MGN 654 checklist has been satisfactorily completed to demonstrate compliance? If not, what more needs to be done to give you reassurance?*

Trinity House Response

We confirm that, in relation to (i), Trinity House is content that the Proposed Development, subject to implementation of management plans and the level of mitigation proposed by the Applicant, reduces the risks to navigational safety to 'as low as reasonably practicable' (ALARP).

We further aver that, in relation to (ii), Trinity House defers to the MCA on this matter.

Question: Q15 SN 1.6

Layout Principles – Search and Rescue

Are you satisfied that the dDMLs contained with the dDCO would secure the necessary commitments to enable safe and practical search and rescue operations? If not, what additional wording/ drafting would you wish to see inserted?

Trinity House Response

So far as the provisions relating to 'Pre-Construction Plans and Documentation' provide, which are to be found at Schedule 8, Part 2, s.21, Schedule 9, Part 2, s.22, and Schedule 10, Part 2, s.21, we confirm that we are content. However, beyond the provisions as expressly prescribed in the aforementioned clauses, Trinity House defers to the MCA.

We trust that this response is helpful and would ask that all correspondence regarding this matter is addressed to myself at jack.walker@trinityhouse.co.uk and Mr. Steve Vanstone at navigation@trinityhouse.co.uk.

Yours faithfully,

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Legal Executive