



Head Office
Harbour House
The Quay, Harwich
Essex, CO12 3HH

T +44 (0)1255 243030
E harbour.house@hha.co.uk

Operations Centre
Navigation House
Angel Gate, Harwich
Essex, CO12 3EJ

T +44 (0)1255 243030
E navigation.house@hha.co.uk

www.hha.co.uk

7th May 2026

Environmental Services
Infrastructure Decisions and Applications Service
Planning Inspectorate
c/o QUADIENT
69 Buckingham Avenue
Slough
SL1 4PN

Dear Sir/ Madam,

RE: Tarchon Interconnector Project, your ref EN0210009

Harwich Haven Authority (HHA) welcomes the opportunity to respond to the scoping report for the Environmental Statement for the above project. HHA is a statutory harbour authority and trust port responsible for one of the UK's most important deep-water estuarine port complexes, supporting major container terminals (the Port of Felixstowe accounting for over 40% of UK container traffic), offshore wind activity, bulk cargo operations, and critical pilotage and vessel traffic services. Our statutory remit includes the maintenance of navigational safety, conservancy, and the efficient operation of marine access to the Haven Ports, which together form a key part of the UK's trade and energy infrastructure. HHA operates an integrated Pilotage and Vessel Traffic Service (VTS) and provides around 3,500 Pilotage acts a year for the Haven Ports. Through the operation of its VTS, the Authority coordinates about 15,000 vessel movements per year to and from the Haven Ports.

The proposed routes of the interconnector pass through HHA's jurisdiction and the marine access to the Haven Ports and we set out below our comments on the scoping report.

Impacts on Safety of Navigation and Access to the Haven Ports


1. The area proposed for the northern cable corridor passes through the Haven Ports access channel at a critical point, where ultra large container vessels cannot pass other vessels due to the width of the channel. Many ultra large container vessels are constrained by their draft and are on critical tidal windows. All container vessels run a scheduled service and any delays especially to tidally constrained vessels will mean a significant delay to their port visit. Container shipping is a competitive industry which requires vessels to be served in a timely manner enabling them to maintain the set schedule.

To ensure the Haven Ports and the wider economy are not adversely impacted by the project the current working width of the channel must be maintained at all times during the installation and maintenance over the lifetime of the interconnector cable. HHA will require the widening of the channel to ensure this, which will require significant dredging. The impacts of this dredging work must be included in the PEIR/ EIA.



2. The widened channel will require additional maintenance work to maintain water depths and the impacts of this work must be included in the PEIR/ EIA.
3. Material taken from the channel widening work must be disposed at sea. However, the Inner Gabbard East site is considered to be full, as the assessed size was set for the recently completed Harwich channel deepening project. A new disposal site for capital dredged material will need to be found and this should be considered in the PEIR/ EIA.
4. The marine works associated with the project will place significant extra load on the HHA VTS service. The impacts of this workload should be addressed within the navigation section of the PEIR/ EIA. Prior to any works commencing, HHA will require a navigation risk assessment and traffic management proposals to be submitted to ensure navigational safety is not compromised.
5. The area around the proposed cable corridor is also by small local fishing vessels and leisure users. Impacts on smaller craft should also be included in the PEIR/ EIA.
6. The scoping report does not appear to consider potential impacts of the project on access at the land-water interface (e.g slip ways). This topic should be scoped into the PEIR/EIA.

Impacts on Biodiversity

7. It is noted that potential impacts on the red throated diver have been scoped out by use of a mitigation measure. Where projects may contain (or require) measures intended to avoid or reduce the likely harmful effects, these measures cannot be taken into account when determining whether or not a plan or project is likely to have a significant effect. The full potential significance of impacts on the red throated diver should be considered within the EIA.
 8. The Scoping report does not appear to consider potential impacts of underwater noise on benthic and intertidal ecology. It is therefore not clear whether these are scoped in or out. This topic should be considered in the PEIR/EIA.
 9. The Scoping report does not appear to consider potential impacts of vibration on marine mammals. It is therefore not clear whether these are scoped in or out. This topic should be considered in the PEIR/EIA.
 10. While priority habitats are mentioned within the scoping report it does not appear to consider those which are not considered part of an internationally or nationally protected areas. All priority habitats should be included in the PEIR/EIA.
 11. While species listed under the UK BAP are considered in the chapter on ornithology, such species don't appear to be considered in relation to benthic and intertidal ecology or in marine mammal ecology. Specific reference should be made to these in the PEIR/EIA.
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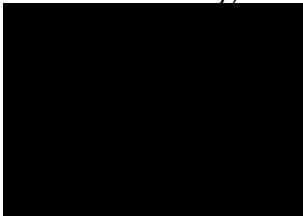
12. Ecosystem services are only considered in relation the onshore elements of the project. The PEIR/EIA should also consider impacts on ecosystem services in the marine/intertidal environment.

Impacts on Climate

13. Details should be provided in the PEIR/EIA of what the CEMP will cover. This should include general measures to reduce GHG emissions such as fuel type and efficiency of vessels.

We thank the Planning Inspectorate for the opportunity to comment and will be pleased to maintain our involvement further as the project moves forward.

Yours faithfully,



Harbour Engineer

