

Whiting, Emily

Subject: PMH Consultation Llŷr Project Indicative Array Area

From: Stephen Balmain <stephen.balmain@mhp.co.uk>
Sent: Wednesday, June 28, 2023 11:40 AM
To: Nick Salter <Nick.Salter@mcga.gov.uk>; James Milne <james@anatec.com>; Vaughan Jackson <Vaughan.Jackson@mcga.gov.uk>; Vinu John <Vinu.John@mcga.gov.uk>; Trevor Harris <trevor.harris@trinityhouse.co.uk>; Stephen Vanstone <Stephen.Vanstone@trinityhouse.co.uk>; Robert Merrylees <RMerrylees@ukchamberofshipping.com>; David Lockwood <david.lockwood@mhp.co.uk>; Mike Ryan <mike.ryan@mhp.co.uk>
Cc: Sam Westwood <sam@anatec.com>; Iain Kelly <iain@anatec.com>; Jay Hilton-Miller <jay.hilton-miller@ciercoenergy.com>; Marc Murray <marc.murray@ciercoenergy.com>; Gemma Lee <Gemma.Lee@ciercoenergy.com>
Subject: RE: Llŷr Project Indicative Array Area

Good Afternoon James,

I think Nick has stated the concerns very clearly when it comes to the location of the field but appreciate that is what was consented and we will all have to work with what we have.

As far as the FLIDAR location, as it is outside our Port Limits so we will defer to the MCA and Trinity House for the preferred site. Notwithstanding that, I will just re-iterate that whichever site is outside traditional trawler grounds would avoid any issues with the buoy being swept from its moorings and any subsequent recovery costs! I suggest you contact Barrie John at Welsh Fisheries (barrie.john@gov.wales) who would be better placed to advise on this.

Rgds,

Steve

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From: James Milne <james@anatec.com>

Sent: Monday, June 26, 2023 4:02 PM

To: Nick Salter <Nick.Salter@mcga.gov.uk>; Vaughan Jackson <Vaughan.Jackson@mcga.gov.uk>; Vinu John <Vinu.John@mcga.gov.uk>; Trevor Harris <trevor.harris@trinityhouse.co.uk>; Stephen Vanstone <Stephen.Vanstone@trinityhouse.co.uk>; Robert Merrylees <RMerrylees@ukchamberofshipping.com>; Stephen Balmain <stephen.balmain@mhpa.co.uk>; David Lockwood <david.lockwood@mhpa.co.uk>

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Good afternoon All,

Separate from the FLiDAR discussion, we also discussed the potential changes to the Llŷr array area. One possible option being investigated, in response to feedback from shipping and navigation stakeholders, and which takes account of the shipping and navigation constraints is presented in the figures linked below.

 [Indicative Array Area](#)

The original Llŷr 1 array area is shown in blue, and the indicative revised Llŷr array area is shown in red. A shapefile for this indicative array area is also provided at the same link. Both Llŷr 1 and Llŷr 2 capacity would be located within this indicative array area, and hopefully this offers some context for the extent which we now hope the Llŷr array area will cover.

Nothing is confirmed at this stage so please treat this boundary as confidential. However, we are interested in hearing your views as to the feasibility of this option – we recognise this is a relatively quick turnaround but owing to the importance of determining the Llŷr array area to be taken forward we kindly ask that you provide any feedback by the end of this week – Friday 30th June.

Again, any questions let us know.

Thanks,



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