

Jones, Robyn

From: Stephen Vanstone <Stephen.Vanstone@trinityhouse.co.uk>
Sent: 01 March 2023 11:37
To: Gibbs, Richard
Cc: Gemma Lee; Sam Westwood; Newton, Tim; Jones, Robyn; Jay Hilton-Miller; Hill, Jackie; Trevor Harris
Subject: RE: Llyr Floating LiDAR - Band 2 Marine Licence Application
Attachments: A45023 Llyr Floating Wind Survey Device_Floventis_Rev3_Final.docx; TH_260123_LiDARConsultationResponse.pdf

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Good morning Richard,

I can confirm that Trinity House is content with amended document attached and do not require any further information at this stage.

Moreover, we consider, with the proposed risk mitigation measures in place, that the risk to navigation is ALARP.

Kind regards,

Stephen Vanstone

Navigation Services Manager | Navigation Directorate | Trinity House

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TRINITY HOUSE

From: Gibbs, Richard <Richard.Gibbs@aeacom.com>
Sent: 21 February 2023 08:31
To: Stephen Vanstone <Stephen.Vanstone@trinityhouse.co.uk>; Trevor Harris <Trevor.Harris@trinityhouse.co.uk>
Cc: Gemma Lee <Gemma.Lee@ciercoenergy.com>; Sam Westwood <sam@anatec.com>; Newton, Tim <timothy.newton@aeacom.com>; Jones, Robyn <Robyn.Jones@aeacom.com>; Jay Hilton-Miller <jay.hilton-miller@ciercoenergy.com>; Hill, Jackie <jackie.hill@aeacom.com>
Subject: Llyr Floating LiDAR - Band 2 Marine Licence Application

Good afternoon,

I am emailing on behalf of Gemma Lee (Project Development Manager at Cierco Energy), regarding recent consultation with Trinity House as part the proposed Llyr 2 Floating LiDAR.

Following the review of your recent comments (i.e. that the FLIDAR is likely to obstruct and pose a danger to navigation and therefore the survey does not qualify for a band 1 licence) and after discussions with Sam Westwood (Anatec), we are now seeking to submit a band 2 marine licence to NRW.

We have now updated the *Vessel Traffic Risk Assessment* (attached) to include your suggested licence conditions for the FLIDAR. Please let me know if you are happy with these changes and do not require any further information to be provided? Once you have reviewed the information, we would also be grateful if you could confirm that the navigation risk is reduced to ALARP with the proposed mitigations in place.

Many thanks,

Richard

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