

**From:** [Fena Boyle](#)  
**To:** [Thanet Extension](#)  
**Subject:** Thanet OWFE ExQ1  
**Date:** 15 January 2019 11:50:34  
**Attachments:** [image001.png](#)

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## **ExQ 1.12.32.**

### **Effects to Vessel Traffic Routeing**

The UK Chamber of Shipping thanks the Planning Inspectorate for allowing a response to be made to the question posed in the Examining Authority's first round of questions.

The chamber does not believe that proper and full consideration has been given to the implications the extension of the windfarm will have on traffic routeing within this area and the lack of sea room that will be a result of this development. The development will reduce the width of the traffic lane to the west from 3km to 1km resulting in the traffic density that currently exists to continue with less room putting vessels at unnecessary risk. Pilot boarding stations in this area will also be affected both from the "squeezing" of traffic and the reduced sea room for boarding and disembarking of pilots, manoeuvrability of the vessel for safety of transferring of personnel and changing conditions and abort positions for passage planning. The use of AIS data for this proposal illustrates a small area of clear sea between the existing windfarm development and commercial traffic and the chamber expresses its concern that this area is used as a safety buffer created by good and prudent seamanship rather than an area to erect further turbines.

Vessels will be expected to reroute around this extended windfarm impacting on vessel steaming times, emissions and increasing density of traffic in areas already busy with shipping traffic. The reduced sea room to the west of the development will result in smaller vessels encroaching on deeper water routes putting both small and larger vessels at more risk. The NRA appears to expect vessels to alter their operations to fit with the needs of the development with no regard to local buoyage, communications, traffic and pilotage. The chamber supports the suggestion for a Marine Coordination centre to management of vessels in the area and believes that the omission of this from the proposal highlights an oversight and increased risk.

The NRA does not provide adequate detail of the mitigation measures being put in place to alleviate the pressures of traffic transiting this area either with current, or forecasted, traffic densities nor does it reflect real life operating conditions. The elevated risk in this area comes from those transiting with little knowledge of the area and in times of unfavourable weather rather than the conditions presented in the NRA. The pilot test conducted for the NRA was undertaken by local and experienced pilots in favourable conditions which does not highlight the risk to navigation when the area is transited by those less familiar with the waters which would provide a more accurate depiction of current operations.

Kind regards,

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