

**INFRASTRUCTURE PLANNING**  
**THE INFRASTRUCTURE PLANNING (EXAMINATIONS PROCEDURE) RULES 2010**  
**THE THANET EXTENSION OFFSHORE WIND FARM ORDER**

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**Comments in relation to submissions of the London Pilot's Council submitted on behalf of the Port of London Authority and Estuary Services Limited**

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Unique Reference Number	EN010084
Document Ref.	PLA 24 / ESL 24
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Date	28 May 2019

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**Comments on the Applicant's response to London Pilot Council's Deadline 4C submission**

Document reference	Response summary/extract	PLA/ESL comments
1.6	<i>"The Applicant recognises and welcomes agreement in the area of Elbow – where sea room has been agreed and justified on the evidential basis of limited number of transfer as evidenced by analysis of distribution of pilotage density"</i>	The PLA and ESL understand that the agreement of Interested Parties in relation to sea-room at the Elbow is only in the context of vessels in transit. The sea room in the Elbow area has not – at least so far as the PLA and ESL are concerned – been agreed or justified in relation to pilot boarding and landing operations.

**Comments on Deadline 5 Submission by London Pilot's Council**

Document reference	Response summary/extract	PLA/ESL comments
2.9	<i>"Traffic management is required to maintain two miles of sea room and a practical amount of buffer zone between the operational sea room and the existing Windfarm to ensure a safe operation. The LPC require a minimum of 2 miles of sea room and a 1 mile safety buffer zone to safely operate vessels of this type at the NESP."</i>	The PLA and ESL note that the LPC requirement for boarding and landing is 2 miles plus a 1 mile buffer. This is the same as that being requested in the PLA and ESL submissions.

**Winckworth Sherwood LLP**  
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 On behalf of the Port of London Authority and Estuary Services Limited  
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