

**THE INFRASTRUCTURE PLANNING (EXAMINATIONS PROCEDURE) RULES 2010**

**FIVE ESTUARIES OFFSHORE WIND FARM DEVELOPMENT CONSENT ORDER**

**PINS REFERENCE EN010115**

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**DEADLINE 6: PORT OF LONDON  
AUTHORITY'S ACTION POINT FROM ISSUE  
SPECIFIC HEARING 7**

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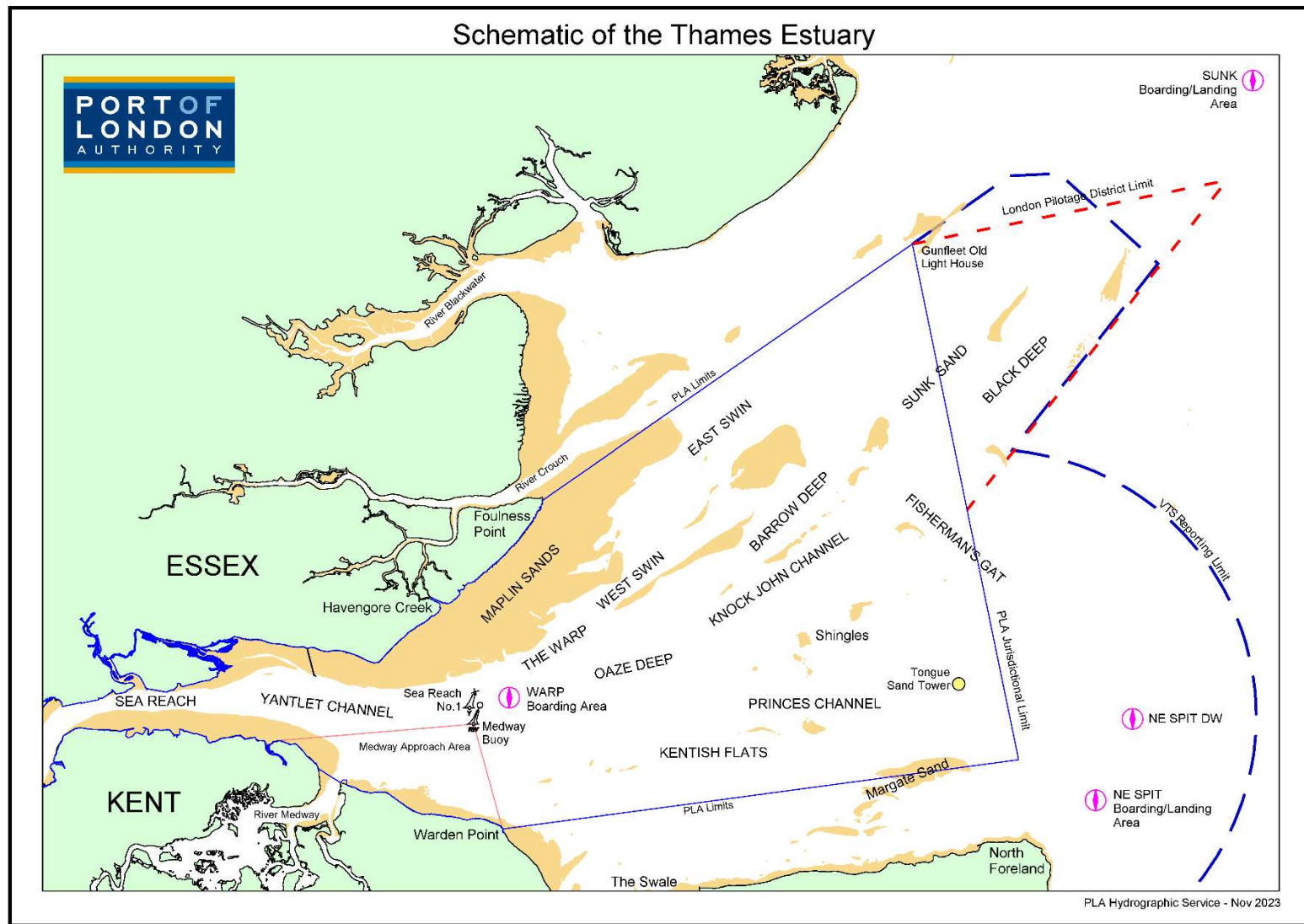


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## 1 INTRODUCTION

- 1.1 This is a written submission made on behalf of the Port of London Authority (“**PLA**”) in respect of action points arising from Issue Specific Hearing 7.
- 1.2 Action point 7 requires the PLA to submit a plan identifying the extent of the approaches for the Port of London.
- 1.3 In completing the action point, the PLA has sought to provide a plan which only shows the northern approaches for deeper draughted vessels into the Port of London. These are the waters of navigational significance outside of and adjacent to the PLA’s jurisdictional limits which vessels must pass through to get into the Port of London. For context when referring to deeper draughted vessels, the minimum charted water depths are 18m (Trinity) and 16m (Sunk) below Chart Datum (“**CD**”) where the export cable corridor (“**ECC**”) would cross the deep water routes (“**DWR**”). When referring to the PLA’s jurisdictional limits we are referring to the limit of the area within which the Port of London Act 1968 applies (“**the PLA’s Jurisdictional Limits**”).
- 1.4 For the avoidance of doubt, other approaches to the Port of London are available for use by shallower draughted vessels, but these would not be impacted by the Five Estuaries project and are therefore not included on the plan.
- 1.5 To orientate the reader, Plan 1 “*Schematic of the Thames Estuary*” is provided for context and shows the PLA’s Jurisdictional Limits. This is shown towards the East of the plan running north west to south east from Gunfleet Lighthouse towards North Foreland. The PLA’s Jurisdictional Limit is then shown on Plan 2 “*Northern approaches to the Port of London*” by a red line running in the same orientation from Gunfleet Lighthouse.
- 1.6 Plan 2 shows both the Sunk and Trinity DWR which the PLA consider to be the seaward approaches to the Port of London and in terms of the Sunk Area, the PLA considers the area between the Sunk Pilot Station and the PLA’s Jurisdictional Limits to be approaches to the Port of London.



Plan 1 – Schematic of the Thames Estuary

