

**PLANNING ACT 2008**  
**THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010**

**APPLICATION BY NATIONAL GRID ELECTRICITY TRANSMISSION**  
**FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE SEA LINK PROJECT**  
**(REF: EN0020026)**

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**DEADLINE 1A**  
**SUPPLEMENTARY AGENDA ADDITIONAL**  
**QUESTIONS**  
**PORT OF LONDON AUTHORITY**

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## Shipping and Navigation

Number	Response by	Question / Clarification	PLA Response
ISH1.06	MCA Port of London Authority Harwich Haven Authority London Gateway Port Ltd	Do you have baseline information for the depth below chart datum across the Sunk and other important shipping routes on the proposed cable route? If so, please provide a summary of the information to the ExA.	<p>The Port of London Authority (“PLA”) has included within its Written Representation three areas where charted depth is critical to shipping (see paras 3.5-5.6 and figures 3-5). These are the Sunk, the Long Sand Head two way route, and the North East Spit.</p> <p>Rather than relative reductions in existing depths, the PLA is of the view that absolute depths need to be safeguarded for the protection of future navigation.</p>
ISH1.07	MCA Port of London Authority Harwich Haven Authority London Gateway Port Ltd	What would be the effects of a reduction in under keel clearance below 22 metres in the Sunk or other key areas for large vessel traffic to ports?	<p>The PLA has addressed this point in its Written Representation see paragraphs 5.3 - 5.5.</p> <p>In summary:</p> <ul style="list-style-type: none"> <li>- If water depths of -22m CD are not safeguarded at the Sunk this will significantly reduce the area within which the boarding and landing of future deeper draughted vessels can take place and may severely restrict their access in and out of the port. There would be an increased risk of collision for very large vessels if they are required to manoeuvre for boarding and landing within a more restricted area.</li> </ul>

			<ul style="list-style-type: none"> <li>- The Long Sand Head two way route feeds into the Trinity Deep Water Route and allows less deep draughted vessels that are entering or exiting the Port of London to take a pilot at the North East Spit and avoid travelling up to the Sunk pilot station via the Sunk roundabout. This flexibility is particularly important during periods of disruption to the Sunk routes, either due to adverse weather closing the Sunk pilot station or due to construction and maintenance activities of various planned cables. If water depths of -12.5m CD are not safeguarded then additional constraints will be placed on vessels that use this route.</li> <li>- If water depths of -12.5m CD are not safeguarded at the North East Spit this will significantly reduce the area within which the boarding and landing of future deeper draughted vessels can take place and may ultimately prohibit some vessels from using the North East Spit for boarding and landing.</li> </ul>
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