

Planning Inspectorate
c/o QUADIENT
69 Buckingham Avenue
Slough
SL1 4PN4

13 April 2026

Ecodoc Reference: 006787162-01

Dear Sir/Madam,

This letter provides Five Estuaries Offshore Wind Farm Ltd's (VEOWFL) Deadline 6 representation to the Sea Link examination.

Non Concurrent working areas (RAM Vessels)

VEOWFL held a meeting with North Falls Offshore Wind Farm and the Applicant to discuss the logistics of concurrent working on 20 March 2026. A series of regular co-ordination meetings have been scheduled between all three parties.

VEOWFL notes the Maritime and Coastguard Agency (MCA)'s submission ([REP4-165](#)); Action points 98 points 1 and 3) which requested and provided justification of the enlarged area, for restrictions on concurrent working of RAM vessels, in the SUNK area. Under point 3, the MCA highlighted that the proximity of the Five Estuaries (VE), North Falls and Sea Link cable corridors. If operations were to occur for all three projects at the same time there is the potential to reduce the width of available searoom, for large vessels, following the IMO routing towards the Strait of Dover to less than 1NM.

It is VEOWFL's understanding that the area proposed by the MCA for the Sea Link project would only apply to Sea Link's RAM vessels (from an intra-project perspective) as the equivalent restriction is not included in the control documents secured under the Five Estuaries Development Consent Order (DCO). VEOWFL further notes that it would not be appropriate to seek to impose further restrictions on the VE project (a consented scheme) through the Sea Link DCO when such restrictions were not considered necessary in the VE DCO.

VEOWL considers that though it is not committed to in the VEOWL DCO the likelihood of concurrent RAMS vessel in the SUNK area is very low, but due to the detailed schedules not being available during the planning process it is not possible for VEOWL to confirm this at this time.

VEOWL confirms that as the projects develop VEOWFL will continue to work with Sea Link and North Falls during the regular co-ordination to ensure that the projects do not create a 1NM pinch point

that would be a risk to maritime traffic. VEOWFL recognises the area Sea Link define in the drawing appended to this letter. VEOWFL is willing to co-ordinate with Sea Link to ensure that RAMs vessels for the two projects do not operate concurrently in the “Outer Sunk Central” and “Outer Sunk East” concurrent areas presented in the appended drawing.

VEOWFL also wishes to highlight that the process of identifying the sensitive area for pilotage boarding at Sunk, as defined for the concurrent area for the VEOWFL DCO, was determined and agreed through a workshop which included pilots from Harwich Haven and the Port of London Authority operating in the area. Representatives of the Sea Link and North Falls projects were also in attendance at this workshop.

Therefore, VE would be strongly opposed to increasing this area, to the proposed “Sealink_Simultaneous RAM&RV Stop Ops Area” shown in Fig.1 of REP4-163; particularly as it increases the extent of the VEOWFL consented cable corridor restricted in terms of concurrent activities. Whilst it is assumed that the proposed concurrent working area for RAM vessels would only apply to Sea Link vessels; this in itself would add further complexity to the co-ordination between the three Projects.

Navigable depth

VEOWFL has reviewed the following documents:

- Areas of Safeguarded Water Depth Plan [[REP4-098](#)];
- Areas of Safeguarded Water Depth - Consideration of Additional Installation Requirements [[REP5-139](#)];
- Outline Cable Specification and Installation Plan [[REP5-117](#)]; and
- The relevant Protective Provisions in draft Development Consent Order [[REP5-005](#)].

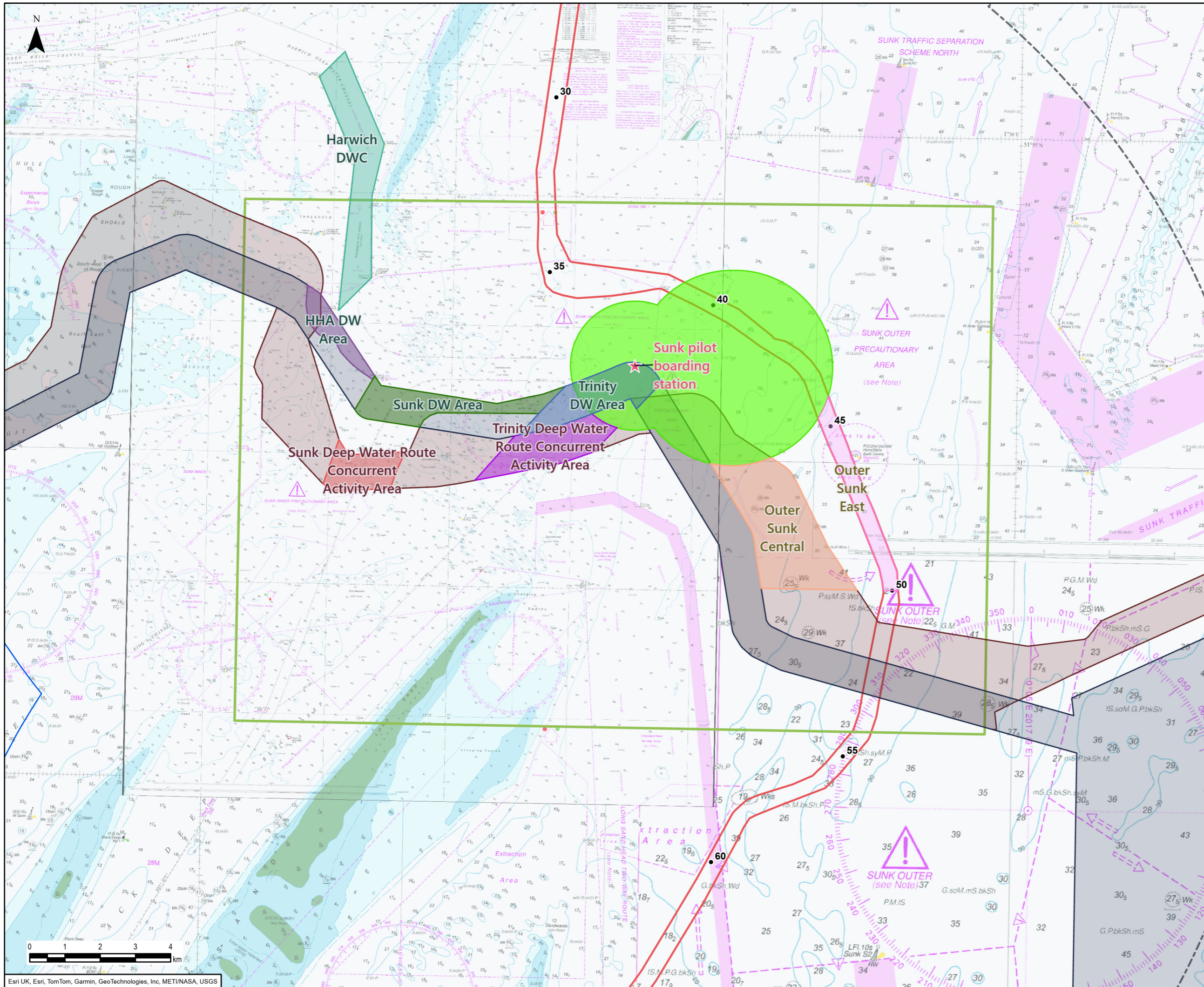
As noted in the Deadline 5 Representation and at ISH2, VEOWFL is concerned that without the safeguarding provisions, which have been afforded to GridLink, there is a risk that VE will be unable to meet the relevant requirements within its DCO. Specifically, at the location of the Sea Link and VE cable crossings to ensure navigable depth is not reduced by greater than 5%.

It is entirely reasonable that as a consented project, VE should be afforded the same degree of consideration as GridLink within the outline CSIP. VEOWFL notes that Sea Link has committed to undertake a crossing in the deeper water in their Order Limits with GridLink (para 5.2.8 of [REP5-117](#)) but the equivalent provision has not been made for VE in the Outline Cable Specification and Installation Plan, despite this concern being identical for the VE project and the requests previously made by VEOWFL in the Sea Link examination for the equivalent protection to be secured.

In the absence of the requested protections, VEOWFL must insist that protective provisions are included in the Sea Link DCO for the protection of VEOWFL in relation to the cable crossing; to ensure that the cable crossing is undertaken in suitably deep water to ensure that the water depth is not reduced by greater than five percent. VEOWFL will seek to agree the wording of protective provisions with the Applicant prior to Deadline 7. However, if agreement cannot be reached then VEOWFL will submit its preferred wording for the protective provisions at that deadline. Without adequate

safeguarding provisions, VEOWFL must continue to maintain its representations against the Sea Link application. VEOWFL is confident that suitable wording can be agreed before the end of the Sea Link examination to address VEOWFL's concerns given the close working between the parties on the concurrent working arrangements.


Senior Consents Manager
Five Estuaries Offshore Wind Farm



- Legend**
- Kilometre Point (KP)
 - ▭ Sea Link Order Limits
 - - - UK Territorial Sea Limit
 - ★ Key navigational features
 - ▭ Five Estuaries Transmission Asset
 - ▭ North Falls Transmission Asset
 - Sea Link NIP AOI**
 - ▭ Three Developments AOI - extended to KP 33 for MCA
 - Concurrent RAM activity areas**
 - ▭ Sunk Pilotage Concurrent RAM Activity Area
 - Five Estuaries Concurrent Activity Areas (from NIP)**
 - ▭ Sunk Deep Water Route Concurrent Activity Area
 - ▭ Trinity Deep Water Route Concurrent Activity Area
 - North Falls Concurrent Activity Areas (from NIP)**
 - ▭ HHA DW Area
 - ▭ Harwich DWC
 - ▭ Sunk DW Area
 - ▭ Trinity DW Area
 - Sea Link Concurrent RAM Activity Areas**
 - ▭ Outer Sunk Central
 - ▭ Outer Sunk East

3	09/04/2026	SHIPPING AND NAVIGATION	LM	JL	RJ
Rev	Date	Description	GIS	Chk	App

nationalgrid					
SEA LINK					
Document Title: NIP Concurrent RAM Activity Areas					
Creator: LM	Date: 09/04/2026	Checker: JL	Date:	Approver: RJ	Date:
Document Ref: FIGURE 9.12.2	Scale: 1:100,000	Format: A3	Sheets: 1	Rev: 3	