



Maritime &
Coastguard
Agency

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02 June 2021

Dear Wendy

Application by NNB Generation Company (SZC) Limited for an Order Granting Development Consent for The Sizewell C Project

The Examining Authority's written questions and requests for information (ExQ1)

Thank you for the opportunity to respond to the Examining Authority's first written questions and requests for information (ExA Q1) at Deadline 2. The Maritime and Coastguard Agency (MCA) has an interest in works associated with the marine environment and the potential impact on the safety of navigation, access to ports, harbours and marinas, and any impact on our search and rescue obligations.

Responses to the question relevant to MCA can be found in the attached table. The MCA has also noted the question directed to DfT.

Yours sincerely,

HM Croxson

Helen Croxson
Marine Licensing and Consenting



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Examining Authority's First Written Questions and Request for Information (ExQs1)

In response to the Examination Authority's first written questions and request for information issued on 21st April 2021, the MCA would like to comment as follows at deadline 2 - 02 June 2021.

ExQ1	Question to:	Question	Response from MCA
DCO			
DCO.1.38	DfT, BPA, Chamber of Shipping, UKMPG, Trinity House, Maritime and Coastguard Agency, MoJ	<p>Part 6 – Harbour powers.</p> <p>Please consider and comment on Part 6 of the dDCO (comprising Arts 46 – 75) which creates a harbour (without walls) in the area of Greater Sizewell Bay adjacent to the Proposed Development.</p> <p>The ExA is interested in hearing your views in particular on the application of the Harbours, Docks and Piers Clauses Act 1847 with amendments (see Art 46), but that is not intended to limit any comments you wish to make.</p> <p>The MoJ is requested to comment on the offences and penalties created by Part 6. Please will the MoJ address specifically whether the fact that Part 6 incorporates the standard “boilerplate” for Harbour Orders addresses concerns?</p>	<p>The MCA understands that due to the nature of the site and the safety critical requirements, the establishment of a SHA is considered an appropriate mitigation measure to empower the proposed authority to regulate vessel movements within the area.</p> <p>The MCA has no objections or concerns to raise with regards to this approach or the application of the Harbours, Docks and Piers Clauses Act 1847 within the DCO, and is considered wholly appropriate for safety.</p> <p>However, the MCA would like the following two points clarified:</p> <ol style="list-style-type: none">1) Whether the SHA ceases to exist once the site is decommissioned in 2035;2) The specific reasoning why a CHA is required under the Pilotage Act for this site, as is included in the DCO.