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Dear Ms Dowling

HORNSEA PROJECT FOUR OFFSHORE WIND FARM – EN010098

EXAMINATION TIMETABLE – DEADLINE 5

Thank you for your email and letter dated 30 May 2022 with the updated Examination Timetable. The Maritime and Coastguard Agency (MCA) met with the applicant on 7th June 2022 to discuss the draft DCO, DMLs, Layout Principles and Statement of Common Ground and I would like to submit the below response for Deadline 5.

Examiners Questions 2

Thank you for inviting the MCA to provide additional information to the Secretary of State as part of its assessment of the proposed Hornsea 4 project. We would like to respond to the Examining Authority's questions as follows:

1. ME.2.6 Offshore infrastructure lighting requirements

In relation to its published lighting standards, does the MCA believe there could be room for further discussion to reduce any significant operational lighting impacts on birds, as long as minimum requirements continued to be met?

MCA response

MCA requirements on lighting on wind turbines can be found in MCA's published guidance document MGN654 *Safety of Navigation: Offshore Renewable Energy Installations (OREIs) - Guidance on UK Navigational Practice, Safety and Emergency Response*. Regarding the question directed to the Applicant under ME.2.6, kindly note, MGN372 is MCA guidance targeted at mariners when transiting close to, or through, an offshore renewable energy installation to help ensure their passage is conducted safely. It does not place any requirements or restrictions on developers on the range of visible light spectrum that can be used. However, MGN654 does describe requirements for developers with regard to the lighting of identification boards and for Search and Rescue (SAR) aviation, as follows:

- Paragraphs 6.4.c and Annex 5 - 5.3.3 describe requirements for ID marking boards for the safety of mariners transiting close to, or through, wind farms.
- Annex 5 section 5.6 provides the lighting requirements for flight safety of SAR aircraft (helicopters and/or fixed wing) operating over, around or within a wind farm to conduct SAR operations. These requirements have been discussed and agreed with the Civil Aviation Authority and General Lighthouse Authority.

The requirements outlined above are the minimum standards that must be met for the safety of mariners and SAR aviation. We would not be willing to enter discussions to reduce these standards, however we would expect discussions with the applicant post-consent on the lighting and marking requirements specific to the Hornsea 4 project.

2. NAR.2.1 Any remaining concerns with draft DCO, DMLs and Layout principles

Please advise if there are any outstanding concerns with the draft DCO, DMLs and Layout Principals subsequent to the Deadline 4 submissions and if so, elaborate what they are.

MCA response

We have the following comments on the DML conditions:

- Schedule 11, Part 2, 11(10). We requested an amendment to the procedure for reporting dropped objects whereby that any dropped object that is a navigation hazard must be reported to the relevant HM Coastguard Maritime Rescue Coordination Centre by telephone, and the UK Hydrographic Office (UKHO) within 6 hours. We have received email confirmation on 16/06/22 that it will be incorporated.
- Schedule 11, Part 2, 19(2). A correction to our earlier response in Deadline 4 where we suggested this condition for traffic monitoring applicable to transmission assets could be removed, we would like to request that the condition is included for post-construction traffic monitoring of the booster station(s).
- Schedule 12, Part 2, Condition 27. We have requested the inclusion of the below condition for providing coordinates of transmission assets to MCA and the UKHO:

27. The undertaker must submit a close out report to the MCA and the UKHO within three months of the date of completion of construction. The close out report must confirm the date of completion of construction and must include the following –

(a) a plan of the layout of installed export and inter-array cables, offshore substations and booster stations; and

(b) latitude and longitude coordinates of the location of export and inter-array cables, offshore substations and booster stations, provided as Geographical Information System data referenced to WGS84 datum.

Layout Principles - We requested that bridge-linked platforms comply with all principles and the applicant has updated the document to incorporate this point. I can confirm we are content with the version dated 15/06/22.

3. NAR.2.2 Response to clarification of Highest Astronomical Tide (HAT) and Lowest Astronomical Tide (LAT) blade clearance

Please confirm if you are satisfied with the Applicant's insertion into the draft DCO and DMLs submitted at Deadline 4 of conversion dimension for HAT air draught and wind turbine blade clearance in relation to LAT [REP4-050, Article 2(7) and Schedules 11 and 12 Part 1 definitions item (7)] and, if not, why not?

MCA response:

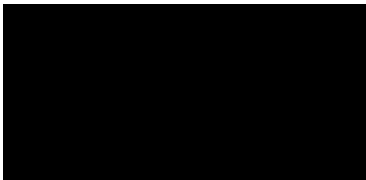
I can confirm we are content with the amended wording.

Comments on any submissions received at Deadline 4

We welcome the amendments made to A5.7.1 Navigation Risk Assessment Parts 1, 2 & 3 (APP-081, APP-082 & APP-083) following our Written Representation submitted at Deadline 2 and I can confirm we are content with the updated versions.

We requested the applicant update A2.7 Shipping and Navigation (APP-019) to incorporate our comments regarding SAR in our Written Representation. The comments have been acknowledged by the applicant and Table 7.4 Consultation Responses has been updated. I can confirm we are content with Version B.

Yours sincerely,



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UK Technical Services Navigation