

RWE Renewables UK Dogger Bank South (West) Limited

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Dogger Bank South Offshore Wind Farms

Environmental Statement

Volume 7

**Appendix 15-1 Aviation and Radar Consultation
Responses**

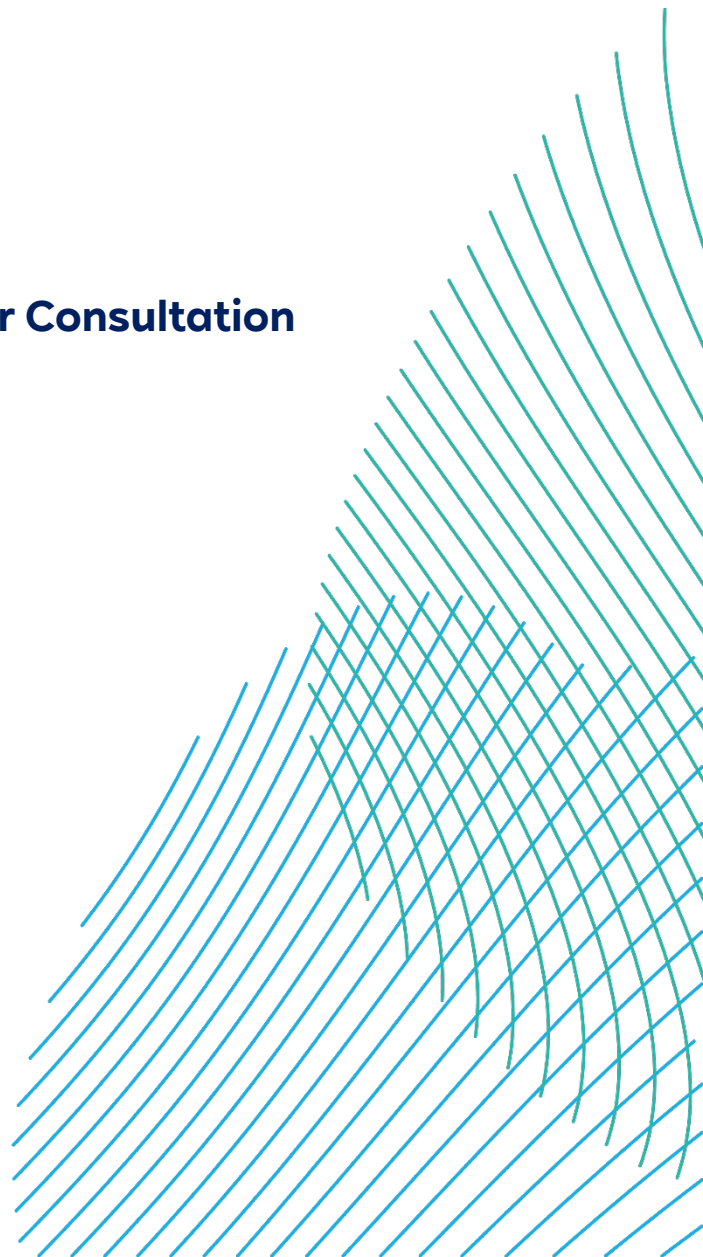
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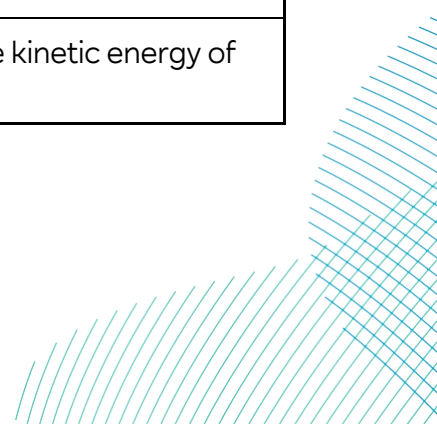
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Glossary

Term	Definition
Air Navigation Service Provider (ANSP)	A public or private entity managing air traffic on behalf of a company, region or country. NATS is the main ANSP in the UK.
Array Areas	The DBS East and DBS West offshore Array Areas, where the wind turbines, offshore platforms and array cables would be located. The Array Areas do not include the Offshore Export Cable Corridor or the Inter-Platform Cable Corridor within which no wind turbines are proposed. Each area is referred to separately as an Array Area.
Cumulative effects	The combined effect of the Projects in combination with the effects of a number of different (defined cumulative) schemes, on the same single receptor / resource.
Cumulative Effects Assessment (CEA)	The assessment of the combined effect of the Projects in combination with the effects of a number of different (defined cumulative) schemes, on the same single receptor/resource.
Cumulative Impact	The combined impact of the Projects in combination with the effects of a number of different (defined cumulative) schemes, on the same single receptor / resource.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Dogger Bank South (DBS) Offshore Wind Farms	The collective name for the two Projects, DBS East and DBS West.
Effect	Term used to express the consequence of an impact. The significance of an effect is determined by correlating the magnitude of the impact with the value, or sensitivity, of the receptor or resource in accordance with defined significance criteria.

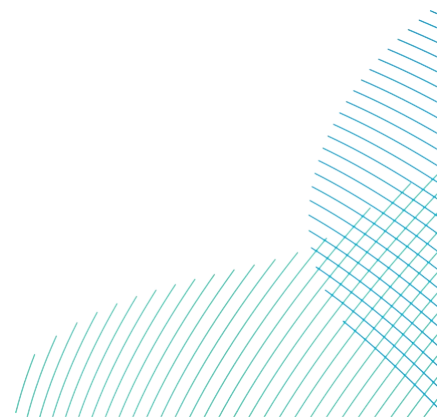
Term	Definition
Evidence Plan Process (EPP)	A voluntary consultation process with specialist stakeholders to agree the approach, and information to support, the Environmental Impact Assessment (EIA) and Habitats Regulations Assessment (HRA) for certain topics.
Expert Topic Group (ETG)	A forum for targeted engagement with regulators and interested stakeholders through the EPP.
Flight Level (FL)	An aircraft altitude expressed in hundreds of feet at a standard sea level pressure datum of 1013.25 hectopascals.
Offshore Development Area	The Offshore Development Area for ES encompasses both the DBS East and West Array Areas, the Inter-Platform Cable Corridor, the Offshore Export Cable Corridor, plus the associated Construction Buffer Zones.
Offshore Export Cable Corridor	This is the area which will contain the offshore export cables (and potentially the ESP) between the Offshore Converter Platforms and Transition Joint Bays at the landfall.
Offshore Export Cables	The cables which would bring electricity from the offshore platforms to the Transition Joint Bays (TJBs).
Primary Surveillance Radar (PSR)	A radar system that measures the bearing and distance of targets using the detected reflections of radio signals.
Scoping opinion	The report adopted by the Planning Inspectorate on behalf of the Secretary of State.
Scoping report	The report that was produced in order to request a Scoping Opinion from the Secretary of State.
The Applicants	The Applicants for the Projects are RWE Renewables UK Dogger Bank South (East) Limited and RWE Renewables UK Dogger Bank South (West) Limited. The Applicants are themselves jointly owned by the RWE Group of companies (51% stake) and Masdar (49% stake).
The Projects	DBS East and DBS West (collectively referred to as the Dogger Bank South Offshore Wind Farms).
Wind turbine	Power generating device that is driven by the kinetic energy of the wind.



Acronyms

Term	Definition
ACOMS	Airspace Coordination and Obstacle Management Service
ADR	Air Defence Radar
ANSP	Air Navigation Service Provider
ATC	Air Traffic Control
BHA	British Helicopter Association
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
DBS	Dogger Bank South
DCO	Development Consent Order
ERYC	East Riding of Yorkshire Council
ES	Environmental Statement
ETG	Expert Topic Group
HMR	Helicopter Main Routes
HMRI	Helicopter Main Routing Indicator
LMP	Lighting Management Plan
MDA	Managed Danger Area
MOD	Ministry of Defence
PEIR	Preliminary Environmental Information Report
PEXA	Practice and Exercise Areas
PSR	Primary Surveillance Radar

Term	Definition
RAF	Royal Air Force
RLoS	Radar Line of Sight
RRH	Remote Radar Head
SAR	Standards and Recommendation
WTGs	Wind Turbine Generators



15.1 Consultation Responses

15.1.1 Introduction

1. This appendix covers those statutory consultation responses that have been received as a response to the Scoping Report (2022) and the Preliminary Environmental Information Report (PEIR) (2023) as well as responses from additional targeted consultation with key stakeholders.
2. Response from stakeholders and regard given by the Applicants have been captured in **Table 15-1-1**.

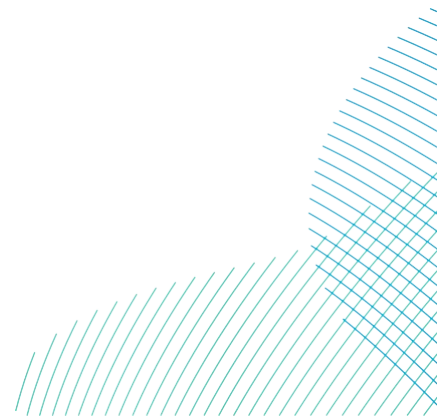
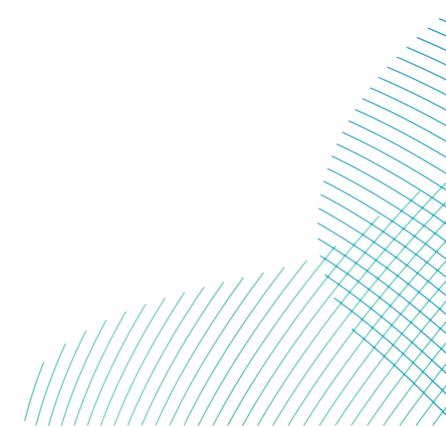


Table 15-1-1 Consultation Responses Related to Chapter 15 Aviation and Radar

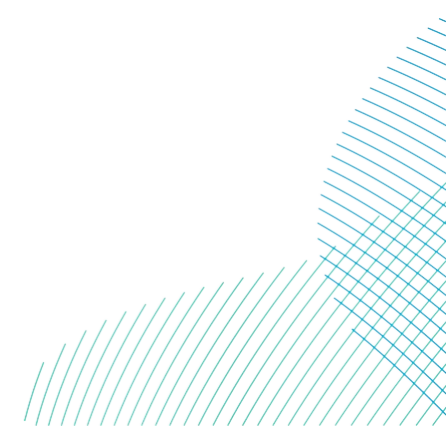
Comment	Project Response
Scoping Response, NATS (09/08/0222)	
<p>The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company (NERL) has no safeguarding objection to the proposal.</p>	<p>Radar modelling in Volume 7, Appendix 15-2 Airspace Analysis and Radar Modelling (application ref: 7.15.15.2) confirms that wind turbines within the Dogger Bank South (DBS) Array Areas would not be in Radar Line of Sight (RLoS) of NATS radars.</p>
Scoping Response, Ministry of Defence (MOD) (23/08/2022)	
<p>Wind turbine development has the potential to affect, and be detectable by, radar systems and can have a significant and detrimental impact on the capability and operation of such systems. At paragraph 440, the report identifies that the nearest primary radar-equipped military airfield to the proposed development is Royal Air Force (RAF) Leeming which is located approximately 182km from the nearest point of the Array Areas. The report goes on to state that the proposed turbines would not be detectable to the Primary Surveillance Radar (PSR) sited at RAF Leeming.</p>	<p>Radar modelling in Volume 7, Appendix 15-2 (application ref: 7.15.15.2) confirms that wind turbines within the DBS Array Areas would not be in RLoS of the PSR at RAF Leeming.</p>
<p>Similarly, the effect of the development on Air Defence Radar (ADR) is acknowledged at paragraph 441 which identifies the context of the application site relative to Remote Radar Head (RRH) Staxton Wold, RRH Trimingham, and RRH Brizlee Wood. The impact of the development on those radars should be considered as the design is progressed and any impact will need to be mitigated, it will be for the applicant to provide appropriate technical mitigation(s).</p>	<p>Radar modelling in Volume 7, Appendix 15-2 (application ref: 7.15.15.2) confirms that wind turbines within the DBS Array Areas would not be in RLoS of the Brizlee Wood and Trimingham radars but could be in RLoS of the Staxton Wold radar.</p> <p>The impact on the Staxton Wold radar is assessed in sections 15.6.1.1, 15.6.2.1 and 15.6.3.1.</p>
<p>Through paragraph 443 of the Scoping Report, it is acknowledged that the offshore array may fall wholly or partially within Southern Managed Danger Area (MDA) Practice and Exercise Areas (PEXA) D323B, D323C, and D323D. The lower vertical limits of blocks of danger area airspace are also noted.</p>	<p>The existing military airspace is described in section 15.5.3. The lower vertical limits of the danger areas would be well above the Projects' infrastructure and there would thus be no impact on activities within the airspace.</p>
<p>In addition, the cable route indicated in the Scoping Report passes through Practice and Exercise Areas (PEXA) D323K, D323D, and D323C. The applicant should be advised to take account of the current published MOD Practice and Exercise Areas (PEXA) in preparation of their development proposal. The MOD has highly surveyed routes which maybe relevant to the installation of the export cables & associated infrastructure. MOD should be consulted at the next stage of any application.</p>	<p>Noted. The existing military airspace is described in section 15.5.3. The lower vertical limits of the danger areas would be well above vessels involved in cable installation and there would thus be no impact on activities within the airspace. However, the MOD will be consulted to ensure that there is no potential impact on MOD surveyed routes. Further engagement with MOD was requested via email on 30/10/2023, 07/12/2023, 09/01/2024, 01/02/2024 and 07/03/2024. The final email also included proposed draft wording for the DCO regarding MOD radar mitigation.</p> <p>A response was received on the 07/03/2024 stating that the request will be looked in to, and a response sent as soon as possible.</p> <p>This was followed up on the 04/04/2024 with the provision of the draft Aviation and Radar chapter. No response has been received to date.</p>

Comment	Project Response
<p>With regard to aviation safety, the requirement to install aviation safety lighting on the turbines proposed is set out in Table 2-32 Existing Datasets. The MOD would request that the development is fitted with MOD accredited aviation safety lighting in accordance with the Air Navigation Order 2016. The MOD will also require that sufficient information is submitted to ensure accurate marking of the development on aeronautical charts.</p>	<p>Notification of data to the MOD and lighting requirements are addressed in section 15.3.3. The final lighting and marking requirements will be agreed prior to construction and will form part of an Aids to Navigation Management Plan.</p>
<p>The landfall and onshore elements of the proposal, described in section 1.5.2 and 1.5.3 of the Scoping Report, identifies landfall at one of two sites close to Skipsea and an 80km² area within which two substations may be sited and an export cable will connect landfall with onshore substations. As the proposal matures MOD would hope to be consulted in order that any impact on MOD assets can be identified.</p>	<p>Noted. The MOD was emailed on 03/03/2023 offering a meeting to provide an update on the Projects and engage in further consultation. Further emails were sent to the MOD on 30/10/2023, 07/12/2023, 01/02/2024 and 07/03/2024. The final email also included proposed draft wording for the DCO regarding MOD radar mitigation.</p> <p>A response was received on the 07/03/2024 stating that the request will be looked in to, and a response sent as soon as possible.</p> <p>This was followed up on the 04/04/2024 with the provision of the draft Aviation and Radar chapter. No response has been received to date.</p>
<p>Scoping Opinion, The Planning Inspectorate (02/09/2022)</p>	
<p>Impacts on civil and military radar systems due to permanent structures during construction and decommissioning phases (excluding Saxton Wold Military Radar). The Inspectorate agrees that this matter can be scoped out as permanent structures would only be present during the operational phase and impacts arising from construction activity e.g., cranes and vessels will be separately assessed.</p>	<p>Potential PSR impacts during the construction phase are assessed in section 15.6.1.1. Any required radar mitigations will be put in place before relevant turbine blades are allowed to rotate.</p>
<p>The Scoping Report describes the existing radar facilities in the region and makes reference to distance ranges which have been considered in identifying receptors. The distances to airports and radar facilities are given but the ranges applied are not described and this information should be included in the Environmental Statement (ES).</p> <p>Airspace classification and control information is also described but is difficult to understand from the text. Consideration should be given to the inclusion of suitable figures in the ES to aid understanding of the existing aviation environment in relation to the Proposed Development and how this has informed the assessment.</p>	<p>Distance ranges to airports and radar facilities are described in sections 15.5.2 and 15.5.3.</p> <p>Volume 7, Figure 15-1, Figure 15-2 and Figure 15-3 (application ref: 7.15.1) are included to aid understanding of the existing aviation environment.</p>
<p>The assessment of the effects on military low flying arising from operation of the Proposed Development in the ES should be undertaken using accurate charting of the Wind Turbine Generators (WTGs). Where the final layout/ height mix of WTGs has not been decided, the worst-case scenario(s) should be assessed. It is noted at figure 2-25 that there is a Helicopter Main Routeing Indicator (HMRI 8) which passes within 2 nautical miles of the south-eastern corner of the Dogger Bank South East Array Area, so the results of any consultation required should form part of the ES.</p>	<p>Worst-case scenarios are presented in Table 15-2 of Volume 7, Chapter 15 (application ref: 7.15) and have been used for the assessments.</p> <p>The potential impact of the DBS East Array Area on HMRI 8 is acknowledged in sections 15.6.1, 15.6.2 and 15.6.3.</p> <p>Consultation with relevant platform operators and offshore helicopter operators to agree any required mitigation is ongoing. A Helicopter Access Report (Volume 7, Appendix 15-3 (application ref: 7.15.15.3)) has been undertaken and the report issued to all relevant helicopter operators, via the British Helicopter Association, for their comment on 19/01/2024.</p>

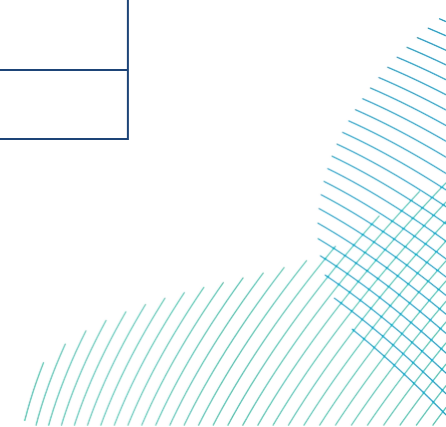
Comment	Project Response
<p>The Scoping Report states that the assessment will be supported by further desk-based studies, including radar line of sight modelling to identify sensitive receptors. There does not appear to be any criteria presented to identify how significant effect will be determined. The ES should provide clarity on how the assessment has been undertaken, taking account relevant guidance and aspect specific methodology and detail the methodology used.</p>	<p>The RLoS modelling methodology is described in Volume 7, Appendix 15-2 (application ref: 7.15.15.2). The impact assessment methodology is detailed in section 15.4.2.</p>
<p>The Inspectorate considers that there may be a requirement for aviation safety lighting to mitigate potential significant effects to military low flying and civilian helicopter movements from the presence of WTGs and other offshore infrastructure. The Applicant should seek to agree the specification of any aviation safety lighting with relevant consultation bodies. Any significant effects associated with the lighting on ecological receptors should also be assessed in the ES.</p>	<p>Lighting requirements are detailed in section 15.3.3.2.</p>
<p>The Scoping Report states at section 2.11.3 there is potential impacts to military and civil aviation, including via physical structures of the Proposed Development. The inter-relationships with other aspects e.g., infrastructure and other users, and tourism should be assessed in the ES if significant effect is likely.</p>	<p>Inter-relationships with Infrastructure and Other Users, Seascape, Landscape and Visual Impact, and Shipping and Navigation are discussed in section 15.10.</p>
<p>PEIR Consultation, Civil Aviation Authority (CAA) (14/07/2023)</p>	
<p>Aviation Obstacle Notification The CAA requires notification of a change to aviation obstacles if it or they are 100 metres or more above sea level, in accordance with Article 225A of the Air Navigation Order (2016). This is a recent addition to the Air Navigation Order legislation.</p>	<p>The requirements of Article 225A are noted and outlined in section 15.3.3.1.</p>
<p>Aviation Obstacle Notification Additional consideration of the aviation obstacle environment may be required during the initial build phase and the temporary use of cranes that may extend above a height of 100 metres or in the case of pre-built turbines being towed from shore to final generating position.</p>	<p>The notification of construction equipment is now included in the embedded mitigation outlined in section 15.3.3.1.</p>
<p>Aviation Obstacle Notification The CAA works closely with NATS Aeronautical Information Services (providing the relevant information to inform the required publication of UK en-route obstacles in the Aeronautical Information Publication) and the MoD Defence Geographic Centre (obstacle data that the CAA receives is shared with MoD and vice versa).</p>	<p>Noted.</p>
<p>Aviation Obstacle Notification To notify new or existing obstacles, changes to existing obstacles and failures of aviation lighting to CAA, please register for the Airspace Coordination and Obstacle Management Service (ACOMS) via the CAA customer portal.</p>	<p>Noted.</p>



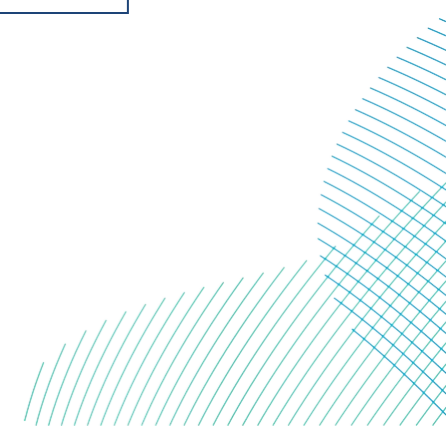
Comment	Project Response
<p>Aeronautical Obstacle Lighting and Marking</p> <p>A Lighting Management Plan (LMP) must be agreed and implemented in consultation with the CAA in order for the UK to meet its international obligations under the Chicago Convention. The CAA uses requirements set out in Article 223 of the Air Navigation Order (2016) as the basis for its requirements.</p>	<p>The requirement for an LMP is now included as embedded mitigation in section 15.3.3.2. Lighting would be in accordance with Article 223.</p>
<p>Impacts on Civil Aviation Monitoring Systems</p> <p>Wind turbines located within the line-of-sight of surveillance systems (in particular, primary radar) can cause clutter and interference and can result in performance degradation. Radar line-of-sight analysis is theoretical; operationally there are other factors such as signal refraction, diffraction, attenuation and anomalous propagation within a given radar environment that can influence the probability of an operational wind turbine being detected. Cumulative impact of this and other developments should also be considered on surveillance systems. We note that the Preliminary Environmental Information Report covers this in detail and have not additional comments to make.</p>	<p>Noted.</p>
<p>Helicopter Operations</p> <p>"This covers two aspects:</p> <p>(1) potential helicopter support for operations and maintenance of the wind farm itself; and</p> <p>(2) impact on offshore helicopter operations to existing platforms and installations"</p>	<p>Helicopter operations are discussed in sections 15.5.4 and 15.5.5 and assessed in sections 15.6.1.2, 15.6.1.3, 15.6.2.2, 15.6.2.3, 15.6.3.2, and 15.6.3.3.</p>
<p>Helicopter Operations</p> <p>Requirements for winching operations should be discussed with appropriate helicopter operators well in advance. Where such operations are undertaken, additional platform design criteria, lighting on the wind turbines, obstacle clearance and marking of the blades may be required. This is detailed in CAA Publication (CAP) 437 – Standards for Offshore Helicopter Landing areas.</p>	<p>Noted. CAP 437 requirements will be adhered to and referenced in consultation between the Developer and the appropriate helicopter operators post-consent.</p>
<p>Helicopter Operations</p> <p>All offshore helicopters operate with limited icing clearances which means that they must be able to descend to warmer air near the sea surface at any point on the route. Operation through a wind farm corridor is highly unlikely and it might be that they would have to route around the wind farm. This may impact fuel burn and load capacity. In addition, where wind turbines are located in the vicinity of existing platforms and installations that offshore helicopters operate to/from, consideration must be given to approach and take off, including in abnormal situations (e.g. one engine inoperative). Engagement with operators and duty holders as appropriate should be undertaken.</p>	<p>Noted. The four offshore platforms that are within 9 nautical miles (nm) of the Array Areas are detailed in section 15.5.5. A Helicopter Access Report (Volume 7, Appendix 15-3 (application ref: 7.15.15.3)) has been undertaken to determine any potential impacts and the report was issued to all relevant helicopter operators, via the British Helicopter Association, for their comment on 19/01/2024.</p> <p>No response was received.</p>



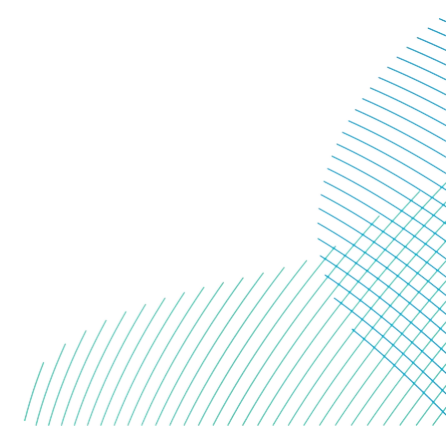
Comment	Project Response
<p>Helicopter Operations</p> <p>The transit to and from offshore infrastructure is normally undertaken as an approximate direct route. However, Helicopter Main Routes (HMR) have been established to allow helicopter operations to be undertaken when radar coverage is limited, particularly when helicopters seek icing avoidance. Helicopters may fly HMR to ensure airborne traffic avoidance. Significant obstacles, such as wind turbines, that encroach within a 2nm 'corridor' of an HMR, may mean that the required vertical separation between the helicopter and the obstacle can no longer be assured. This may result in cancellations of helicopter flights on certain occasions or impact fuel burn and load capacity. Engagement with operators should be undertaken.</p>	<p>Helicopter Main Routing Indicator (HMRI) 8 passes within 2nm of the DBS East Array Area, as detailed in section 15.5.4. The potential for wind turbines to be within 2nm of HMRI 8 has been highlighted to NATS as the Air Navigation Service Provider (Anglia Radar) and the opportunity for consultation offered (email to NATS Safeguarding March 2023).</p> <p>NATS responded (March 2023) that they had no concerns and were happy to continue discussions if the Projects provided an update.</p> <p>The Applicants noted that there are no concerns regarding NATS radar impacts but highlighted the potential impact on HMRI 8 since NATS Anglia Radar as ANSP, provides ATS for HMRI users (email to NATS Safeguarding (email February 2024).</p> <p>NATS responded that as there are no concerns relating to CNS infrastructure and therefore the ability to undertake the ATC function for which they are licensed. The physical proximity of turbines to an HMR is generally not a concern for NATS but there may be concerns on the part of the helicopter operators, which may lead to proposals to alter the ATC function. Useful email contacts were provided, which the Projects have since contacted in February 2024.</p>
<p>In March 2023 an email was issued to MOD requesting further engagement to better understand potential mitigation options for the impact on RRH Staxton Wold, given that only a portion of the DBS West Array Area would be in RLoS of the radar.</p>	<p>Further emails were sent to the MOD on 30/10/2023, 07/12/2023, 09/01/2024 and 01/02/2024. To date no further response from the MOD has been received.</p>
<p><i>Offshore Platform Operators</i></p>	
<p>In March 2023 emails were issued to offshore platform operators Harbour Energy, Ineos and Neptune Energy providing information on the Projects and offering meetings and the opportunity to ask further questions.</p>	<p>To date no responses from these operators have been received.</p>
<p>Targeted Consultation, British Helicopter Association (BHA) March 2023</p>	
<p><i>In March 2023 an email was issued to the BHA which provided information on the Projects and included details of oil and gas infrastructure in the vicinity of the DBS Array Areas. The email offered meetings with stakeholders and the opportunity to submit comments on potential impacts to their operations. The BHA kindly forwarded the email to relevant offshore helicopter operators and responses were received from Bristow and Uni-Fly, as detailed below.</i></p>	
<p>Targeted Consultation, Bristow, European Operations, Humberside SAR Unit (25/03/2023)</p>	
<p>From a SAR Ops perspective I don't feel we need any more information at this point. It's our experience we are tasked more often during the windfarm construction phase due to increased numbers of personnel in the wind farm. Post completion our operations are only affected should we be tasked to operate within the windfarm boundary and this would be coordinated with Humber Coastguard referring to the Dogger Bank ERCoP.</p>	<p>Noted.</p>
<p>Targeted Consultation, Uni-Fly (05/07/2023)</p>	



Comment	Project Response
Thank you, very informative, no questions.	Noted.
Targeted Consultation, Helicopter Association (BHA) January 2024	
In January 2024 an email was issued to the BHA with an attached Helicopter Access Report (Volume 7, Appendix 15-3 (application ref: 7.15.15.3)). The email kindly requested the report to be forwarded for information/comment to all the helicopter operators which service the area of the North Sea in the vicinity of the Projects.	The BHA responded that the report had been forwarded, and also to SAR. To date no responses from operators or SAR have been received.
Targeted Consultation, Helicopter Operators (28/02/2024)	
<p>BHL Norwich: Teresa Broadbent – teresa.broadbent@bristowgroup.com</p> <p>Cyrrus Ltd is providing aviation support to RWE, with whom The Crown Estate has entered into Agreements for Lease in respect of two adjacent sites Dogger Bank South (DBS) East and DBS West which together make up the DBS offshore wind farms. This email is intended to offer a further opportunity for consultation.</p> <p>To this end I have attached the Helicopter Access Report (Volume 7, Appendix 15-3 (application ref: 7.15.15.3)) for your consideration. Cyrrus and the Developer would sincerely appreciate any feedback you may have after reading the report. Consultation is hugely important in keeping the offshore helicopter industry up to date and engaged with the renewables sector. We really value any feedback from the sector.</p>	A follow-up email was sent on the 22 nd April 2024 with a reminder of the date of submission and an opportunity for consultation. To date no response from this operator has been received.
<p>NHV Norwich: Justin Cohu - justincohu@nhv.be</p> <p>Cyrrus Ltd is providing aviation support to RWE, with whom The Crown Estate has entered into Agreements for Lease in respect of two adjacent sites Dogger Bank South (DBS) East and DBS West which together make up the DBS offshore wind farms. This email is intended to offer a further opportunity for consultation.</p> <p>To this end I have attached the Helicopter Access Report (Volume 7, Appendix 15-3 (application ref: 7.15.15.3)) for your consideration. Cyrrus and the Developer would sincerely appreciate any feedback you may have after reading the report. Consultation is hugely important in keeping the offshore helicopter industry up to date and engaged with the renewables sector. We really value any feedback from the sector.</p>	A follow-up email was sent on the 22 nd April 2024 with a reminder of the date of submission and an opportunity for consultation. To date no response from this operator has been received.
<p>Bond Norwich: Mike Handley - mike.handley@bondhelicopters.co.uk</p> <p>Cyrrus Ltd is providing aviation support to RWE, with whom The Crown Estate has entered into Agreements for Lease in respect of two adjacent sites Dogger Bank South (DBS) East and DBS West which together make up the DBS offshore wind farms. This email is intended to offer a further opportunity for consultation.</p> <p>To this end I have attached the Helicopter Access Report (Volume 7, Appendix 15-3 (application ref: 7.15.15.3)) for your consideration. Cyrrus and the Developer would sincerely appreciate any feedback you may have after reading the report. Consultation is hugely important in keeping the offshore helicopter industry up to date and engaged with the renewables sector. We really value any feedback from the sector.</p>	A follow-up email was sent on the 22 nd April 2024 with a reminder of the date of submission and an opportunity for consultation. To date no response from this operator has been received.



Comment	Project Response
<p>Uni-Fly Humberside: Liam Messer - lnm@uni-fly.dk</p> <p>Cyrrus Ltd is providing aviation support to RWE, with whom The Crown Estate has entered into Agreements for Lease in respect of two adjacent sites Dogger Bank South (DBS) East and DBS West which together make up the DBS offshore wind farms. This email is intended to offer a further opportunity for consultation.</p> <p>To this end I have attached the Helicopter Access Report (Volume 7, Appendix 15-3 (application ref: 7.15.15.3)) for your consideration. Cyrrus and the Developer would sincerely appreciate any feedback you may have after reading the report. Consultation is hugely important in keeping the offshore helicopter industry up to date and engaged with the renewables sector. We really value any feedback from the sector.</p>	<p>A follow-up email was sent on the 22nd April 2024 with a reminder of the date of submission and an opportunity for consultation. A response received on the same date stated “<i>Thanks for your patience. We have no comments at this time.</i>”</p>
<p>CHC Humberside: Simon Gaskell - simon.gaskell@chcheli.com</p> <p>Cyrrus Ltd is providing aviation support to RWE, with whom The Crown Estate has entered into Agreements for Lease in respect of two adjacent sites Dogger Bank South (DBS) East and DBS West which together make up the DBS offshore wind farms. This email is intended to offer a further opportunity for consultation.</p> <p>To this end I have attached the Helicopter Access Report (Volume 7, Appendix 15-3 (application ref: 7.15.15.3)) for your consideration. Cyrrus and the Developer would sincerely appreciate any feedback you may have after reading the report. Consultation is hugely important in keeping the offshore helicopter industry up to date and engaged with the renewables sector. We really value any feedback from the sector.</p>	<p>A follow-up email was sent on the 22nd April 2024 with a reminder of the date of submission and an opportunity for consultation. To date no response from this operator has been received.</p>



**RWE Renewables UK Dogger
Bank South (West) Limited**

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Bank South (East) Limited**

**Windmill Hill Business Park
Whitehill Way
Swindon
Wiltshire, SN5 6PB**

