

# Outer Dowsing Offshore Wind

## (Draft) Statement of Common Ground with Maritime and Coastguard Agency

Deadline 1

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## Acronyms & Definitions

### Abbreviations / Acronyms

Abbreviation / Acronym	Description
DCO	Development Consent Order
dML	deemed Marine Licence
ECC	Export Cable Corridor (offshore ECC or indicative onshore ECC)
EIA	Environmental Impact Assessment
ES	Environmental Statement
GT R4 Limited	GT R4 or GT R4 Limited, the incorporated joint venture development Co.
GW	Gigawatt
MCA	Marine and Coastguard Agency
MGN	Marine Guidance Note
MHWS	Mean High Water Spring
NRA	Navigational Risk Assessment
NSIP	Nationally Significant Infrastructure Project
ODOW	Outer Dowsing Offshore Wind (the Project)
ORBA	Offshore Restricted Build Area
PEIR	Preliminary Environmental Information Report
SoCG	Statement of Common Ground
UK	United Kingdom

### Terminology

Term	Definition
Baseline	The status of the environment at the time of assessment without the development in place.
Deemed Marine Licence (dML)	A marine licence set out in a Schedule to the Development Consent Order and deemed to have been granted under Part 4 (marine licensing) of the Marine and Coastal Access Act 2009.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for a Nationally Significant Infrastructure Project (NSIP).
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 sensitivity of the receptor, in accordance with defined significance criteria.
Environmental Impact Assessment (EIA)	A statutory process by which certain planned projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information, which fulfils the assessment requirements of the EIA Regulations, including the publication of an Environmental Statement (ES).
Environmental Statement (ES)	The suite of documents that detail the processes and results of the EIA.

Term	Definition
Export Cables	High voltage cables which transmit power from the Offshore Substations (OSS) to the Onshore Substation (OnSS) via an Offshore Reactive Compensation Platform (ORCP) if required, which may include one or more auxiliary cables (normally fibre optic cables).
Landfall	The location at the land-sea interface where the offshore export cables and fibre optic cables will come ashore.
Mitigation	Mitigation measures are commitments made by the Project to reduce and/or eliminate the potential for significant effects to arise as a result of the Project. Mitigation measures can be embedded (part of the project design) or secondarily added to reduce impacts in the case of potentially significant effects.
Offshore Export Cable Corridor (ECC)	The Offshore Export Cable Corridor (Offshore ECC) is the area within the Order Limits within which the export cables running from the array to landfall will be situated.
Offshore Substation (OSS)	A structure attached to the seabed by means of a foundation, with one or more decks and a helicopter platform (including bird deterrents), containing— (a) electrical equipment required to switch, transform, convert electricity generated at the wind turbine generators to a higher voltage and provide reactive power compensation; and (b) housing accommodation, storage, workshop auxiliary equipment, radar and facilities for operating, maintaining and controlling the substation or wind turbine generators
Onshore Substation (OnSS)	The Project’s onshore HVAC substation, containing electrical equipment, control buildings, lightning protection masts, communications masts, access, fencing and other associated equipment, structures or buildings; to enable connection to the National Grid
Outer Dowsing Offshore Wind (ODOW)	The Project.
Order Limits	The area subject to the application for development consent, The limits shown on the works plans within which the Project may be carried out.
Preliminary Environmental Information Report (PEIR)	The PEIR was written in the style of a draft Environmental Statement (ES) and provided information to support and inform the statutory consultation process during the pre-application phase.
The Applicant	GT R4 Ltd. The Applicant making the application for a DCO. The Applicant is GT R4 Limited (a joint venture between Corio Generation (and its affiliates), Total Energies and Gulf Energy Development (GULF)), trading as Outer Dowsing Offshore Wind. The Project is being developed by Corio Generation, TotalEnergies and GULF.
The Project	Outer Dowsing Offshore Wind, an offshore wind generating station together with associated onshore and offshore infrastructure.
Receptor	A distinct part of the environment on which effects could occur and can be the subject of specific assessments. Examples of receptors

Term	Definition
	include species (or groups) of animals or plants, people (often categorised further such as ‘residential’ or those using areas for amenity or recreation), watercourses etc.
Statement of Common Ground	A statement of common ground is a written statement produced jointly between The Applicant and another Interested Party setting out the areas of agreement and /or disagreement between parties.

## Reference Documentation

Document Number	Title
APP-070	Chapter 15 Shipping and Navigation
APP-071	Navigational Risk Assessment (NRA)
PD1-081	Environmental Report for the Offshore Restricted Build Area (ORBA) and Revision to the Offshore Export Cable Corridor (ECC)
PD1-090	Review of Offshore Restricted Build Area Impact on Shipping Displacement and Collision Risk

# 1 Introduction

## 1.1 Outer Dowsing Offshore Wind (ODOW)

1. Outer Dowsing Offshore Wind ('The Project') is a proposed offshore windfarm comprising both offshore and onshore infrastructure, including an offshore generation station (windfarm) located approximately 54km from the Lincolnshire coastline, export cables to landfall, onshore cables, connection to the electricity transmission network and ancillary and associated development.
2. The Project will have a total installed capacity of 1.5GW which is roughly equivalent to the annual electricity consumption of over 1.6million UK households.

## 1.2 Purpose of this Statement of Common Ground (SoCG)

3. The Maritime and Coastguard Agency (MCA) is an executive agency of the Department for Transport, responsible for the provision of 24-hour maritime and coastal search and rescue emergency coordination and response service, preventing maritime pollution and monitoring vessel movements in United Kingdom waters.
4. This SoCG has been prepared by the Applicant and the MCA to identify topics that are relevant to the MCA's remit and state whether relevant matters are agreed, not agreed or still in discussion. If relevant, where matters are not agreed, an explanation is provided as to whether these matters are of consequence or not.
5. This SoCG has been prepared with due regard to the Planning Act 2008: Guidance on the examination stage for Nationally Significant Infrastructure Projects (2024).

## 1.3 Consultation

6. The Applicant has engaged with the MCA during the pre-application process, through statutory consultation carried out under section 42 of the Planning Act 2008 and bilateral engagement.
7. During the Phase 2 consultation held by the Applicant in June/July 2023 the MCA provided comments on the Preliminary Environmental Information Report (PEIR).
8. Table 1 sets out a summary of the bilateral consultation undertaken during the pre-application process.

Table 1: Summary of Consultation undertaken pre-application

Date of Engagement	Engagement	Topic
14 <sup>th</sup> of January 2022	Meeting	Shipping and Navigation
10 <sup>th</sup> of November 2022	Hazard Workshop	Shipping and Navigation
13 <sup>th</sup> of September 2023	Meeting	Shipping and Navigation



Date of Engagement	Engagement	Topic
23 <sup>rd</sup> of November 2023	Hazard Workshop	Shipping and Navigation

## 1.4 Topics addressed in this Statement of Common Ground

9. Table 2 sets out the topics addressed in this SoCG. The topics referred to are referenced against the relevant chapter of the Environmental Statement (ES) or other DCO application plans and documents.

Table 2: Topics Included in this SoCG

Topic	Application Documents and references
Shipping and Navigation	Chapter 15 Shipping and Navigation (APP-070) Navigational Risk Assessment (APP-171)

## 1.5 Identification of items agreed/not agreed/in discussion

10. This SoCG sets out the relevant topics and identifies them as agreed, not agreed or in discussion using a colour coding system. The colour coding system used throughout the document is summarised in Table 3.

Table 3: Colour coding system

Classification	Meaning
Agreed	Agreement has been reached between the parties
In discussion	This matter has not been 'agreed' or 'not agreed' but discussions are continuing, or information is to be provided with the intention of reaching agreement.
Not Agreed	This matter has not been agreed and discussions are not currently on-going.

## 2 Statement of Common Ground

### 2.1 Maritime Navigation and Maritime Emergency Response

11. Chapter 15 of the ES (APP-070) and the NRA (APP-171), as supplemented by the Environmental Report for the Offshore Restricted Build Area (ORBA) and Revision to the Offshore Export Cable Corridor (PD1-081) and Review of Offshore Restricted Build Area Impact on Shipping Displacement and Collision Risk (PD1-090) considers the potential impacts of the Project seaward of Mean High Water Springs (MHWS) on shipping and navigation during the construction, operation and maintenance and decommissioning phases.

12. Table 4 sets out areas of agreement (common ground), areas where discussions are ongoing and areas where it has not been possible to reach agreement and discussions are no longer being pursued relating to shipping and navigation.

Table 4: Areas of common ground relating to shipping and navigation

Ref	ODOW Position	MCA Position	Status
Baseline			
MCA1	The description of baseline conditions in terms of shipping and navigation presented in the ES (APP-070) NRA (APP-171), Environmental Report for the Offshore Restricted Build Area and Revision to the Offshore Export Cable Corridor (PD1-081) and Review of Offshore Restricted Build Area Impact on Shipping Displacement and Collision Risk (PD1-090) is accurate and adequately captures all relevant aspects.	Agreed	Agreed
MCA2	The vessel traffic survey data collection is as per Marine Guidance Note (MGN) 654 and is therefore suitable for the assessment in the ES (APP-070) and NRA (APP-171).	Agreed	Agreed

Ref	ODOW Position	MCA Position	Status
MCA3	The vessel traffic survey data collection is as per MGN 654 and is therefore suitable for the assessment in the Environmental Report for the Offshore Restricted Build Area and Revision to the Offshore Export Cable Corridor (PD1-081) and Review of Offshore Restricted Build Area Impact on Shipping Displacement and Collision Risk (PD1-090) .	Agreed	Agreed
MCA4	The approach to the assessment is deemed appropriate for the purposes of predicting changes to the baseline environment.	Agreed	Agreed
<b>Consultation</b>			
MCA5	MCA has been adequately consulted on shipping and navigation and is content with the approach and outcomes of the consultation process.	Agreed	Agreed
MCA6	Consultation requirements of MGN 654 have been met as detailed in the ES (APP-070) and NRA (APP-171).	Agreed	Agreed
MCA7	The MCA is content that comments raised in their statutory consultation response under section 42 of the Planning Act 2008 on the information contained in the PEIR have all been addressed. In particular, the MCA Section 42 comments on routeing including on a cumulative basis have been addressed via the significant amendments to the array area made post PEIR (as detailed in Chapter 4 Site Selection and Consideration of Alternatives (APP-059)), noting any residual impact is further reduced by the introduction of the ORBA.	In discussion.	In discussion

Ref	ODOW Position	MCA Position	Status
MCA8	The introduction of the ORBA and the revision of the offshore export cable corridor (as detailed in PD1-081) are both positive developments from a shipping and navigation perspective.	In discussion.	In discussion
<b>Assessment and Methodology</b>			
MCA9	The potential hazards (impacts) identified in the ES (APP-070) and NRA (APP-171) adequately capture the potential effects on shipping and navigation.	In discussion.	In discussion
MCA10	Appropriate legislation, planning policy and guidance relevant to shipping and navigation has been taken into account as set out in Section 15.1 of Chapter 15 Shipping and Navigation (APP-070).	In discussion.	In discussion
MCA11	The NRA (APP-171) is compliant with the requirements of MGN 654 including the completion of an MGN 654 checklist.	In discussion.	In discussion
MCA12	Based on the information provided within the ES Chapter (APP-070) and NRA (APP-171) it is agreed that all in isolation hazards (impacts) identified are broadly acceptable or tolerable (not significant in EIA terms) with the mitigation measures and required monitoring in place.	In discussion.	In discussion
MCA13	Based on the information provided within the ES Chapter (APP-070) and NRA (APP-171) it is agreed that all cumulative hazards (impacts) identified are broadly acceptable or tolerable (not significant in EIA terms) with the mitigation measures and required monitoring in place.	In discussion.	In discussion

Ref	ODOW Position	MCA Position	Status
DCO/dML			
MCA14	<p>The wording of the following requirements and conditions pertaining to shipping and navigation are appropriate and adequate:</p> <p>Condition 7 of Schedule 11, Condition 5 of Schedule 12, Condition 5 of Schedule 13, Condition 5 of Schedule 14, Condition 5 of Schedule 15, Condition 5 of Schedule 16 of the Draft DCO with reference to notifications.</p>	In discussion.	In discussion
MCA15	<p>The wording of the following requirements and conditions pertaining to shipping and navigation are appropriate and adequate:</p> <p>Condition 8 of Schedule 11, Condition 6 of Schedule 12, Condition 6 of Schedule 13, Condition 6 of Schedule 14, Condition 6 of Schedule 15 of the Draft DCO with reference to aids to navigation.</p>	In discussion.	In discussion
MCA16	<p>The wording of the following requirements and conditions pertaining to shipping and navigation are appropriate and adequate:</p> <p>Condition 9 of Schedule 11, Condition 7 of Schedule 12, Condition 7 of Schedule 13, Condition 7 of Schedule 14, Condition 7 of Schedule 15 of the Draft DCO with reference to the colouring of structures.</p>	In discussion.	In discussion
MCA17	<p>The wording of the following requirements and conditions pertaining to shipping and navigation are appropriate and adequate:</p>	In discussion.	In discussion

Ref	ODOW Position	MCA Position	Status
	<p>Condition 13 of Schedule 11, Condition 10 of Schedule In discussion 12, Condition 10 of Schedule 13, Condition 10 of Schedule 14, Condition 10 of Schedule 15, Condition 8 of Schedule 16 of the Draft DCO with reference to pre-construction plans and documentation.</p>		
MCA18	<p>The wording of the following requirements and conditions pertaining to shipping and navigation are appropriate and adequate:</p> <p>Condition 15 of Schedule 11 of the Draft DCO with reference to offshore safety management.</p>	In discussion.	In discussion
MCA19	<p>The wording of the following requirements and conditions pertaining to shipping and navigation are appropriate and adequate:</p> <p>Condition 17,18 and 19 of Schedule 11 of the Draft DCO in respect of pre and post construction surveys and monitoring.</p>	In discussion.	In discussion

### 3 Signatures

The above statement of common ground has been prepared by Outer Dowsing Offshore Wind and the MCA and is agreed on the date below.

Signed for the MCA	
Name	
Position	
Date	
Duly authorised for and on behalf of the Maritime & Coastguard Agency	

Signed for Outer Dowsing Offshore Wind	
Name	
Position	
Date	
Duly authorised for and on behalf of Outer Dowsing Offshore Wind	

## References

Department for Levelling Up, Housing and Communities (2024) Planning Act 2008: Guidance for the examination of applications for development consent.