



Maritime &
Coastguard
Agency

Maritime and Coastguard Agency
UK Technical Services Navigation
105 Commercial Road
Southampton
SO15 1EG

National Infrastructure Planning
Temple Quay House
2 The Square
Bristol, BS1 6PN

www.gov.uk/mca
13th November 2024

Your ref: EN010130

Interested Party reference number: 20048569

Dear Sir/Madam

Application by GT R4 Limited trading as Outer Dowsing Offshore Wind for an Order Granting Development Consent for a new Offshore Windfarm, Outer Dowsing Offshore Wind (Generating Station).

Examination Timetable – Deadline 2 – The Examining Authority’s (ExA’s) written questions and requests for information, ExQ1.

Thank you for inviting the Maritime and Coastguard Agency (MCA) to provide additional information to the Examining Authority. We would like to submit the following response to the written questions (ExQ1) at Deadline 2:

Q1 OG 1.7: ES Chapter 18 and the Helicopter Access Report

‘The ExA notes that the Written Representation [REP1-044] submitted by the MCA which addresses details in Chapter 15 of the ES – Shipping and Navigation [APP-070] and the Navigational Risk Assessment [APP-171]. Chapter 18 of the ES - Marine Infrastructure and Other Users [APP-073] and the Helicopter Access Report [APP-175] also provide commentary and conclusions in relation to Search & Rescue helicopters.’

‘Please can the MCA confirm if it has any concerns regarding Chapter 18 of the ES - Marine Infrastructure and Other Users or the Helicopter Access Report? If so, outline what they are and how they should be addressed.’

MCA Response

The MCA confirm that we are content with the conclusions as summarised in table 18.18 of Chapter 18 of the ES (APP-073). We are also content that acceptable focus has been put on embedded mitigations as summarised in section 18.5.3.

Regarding the Helicopter Access Report (APP-175) specifically, we make the following comment. While the report is focussed predominantly on Commercial Air Transport (CAT) access to oil and gas platforms in the vicinity of Outer Dowsing (and within the proposed boundary of the wind farm in the case of Malory), there is reference to emergency situations and Search and Rescue (SAR). There is

a general assumption that SAR aircraft will be available to support in an emergency, regardless of weather conditions or location of the incident (e.g. within or nearby a windfarm). MGN 654 compliant windfarms improve the likelihood of SAR helicopter operations within the windfarm being possible, but undesirable factors can and do impact this and therefore SAR helicopter access may not be available, particularly overnight or in poor weather conditions.

CAT helicopters may be required, when they are able, to support in emergency situations or where there may be a welfare issue such as a power failure offshore. In these circumstances, a reduction in CAT helicopter availability would likely be considered as more than just a logistical issue. This is not so much a factor for Normally Unmanned Installations (NUI) operations, since it would be expected that personnel would only be on board an installation when conditions were within CAT helicopter availability.

Q1 SN 1.3: NRA methodology

'Do you find the methodology used to assess the Proposed Development's shipping and navigational risks in the submitted NRA (Chapter 3 in [APP-171]) satisfactory?'

'If not, what specific concerns do you have, and how might these be addressed?'

MCA Response

As per our Written Representation we submitted at Deadline 1, we are content that Outer Dowsing Offshore Wind has undertaken the NRA in accordance with MCA guidance (MGN654) and NRA risk assessment methodology.

Q1 SN 1.4: NRA data sources

'Are you satisfied that the NRA has utilized the appropriate data sources (Chapter 5 in [APP-171])?'

'If not, what additional data do you believe should be considered to accurately assess the navigational and shipping risks associated with the Proposed Development?'

MCA Response

As per our Written Representation we submitted at Deadline 1, we are satisfied that appropriate traffic data has been collected in accordance with MGN654.

Q1 SN 1.5: Statement of Common Ground (SoCG)

'To the MCA and Trinity House: Do you concur that all areas of agreement or areas under discussions have been covered in their respective draft SoCGs with the Applicant [REP1-030] and [REP1-037]?'

MCA Response

In reference to REP1-030 MCA agree that all areas of agreement or areas under discussions have been covered in the draft SoCG. Further discussions will be held with the applicant in due course to finalise agreement on the areas currently 'in discussion'.

Yours Faithfully,



Vaughan Jackson
Offshore Renewables Project Lead
UK Technical Services – Navigation



Peter Lawson
Offshore Energy Liaison Officer
HM Coastguard Governance, Policy,
Standards and International