

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

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

**Dogger Bank South Offshore  
Wind Farms**

**Maritime and Coastguard Agency Statement of  
Common Ground (Revision 2)**

**Submission for Deadline 4**

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## Glossary

Term	Definition
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Environmental Statement (ES)	A document reporting the findings of the EIA and produced in accordance with the EIA Directive as transposed into UK law by the EIA Regulations.
Preliminary Environmental Information Report (PEIR)	Defined in the EIA Regulations as information referred to in part 1, Schedule 4 (information for inclusion in Environmental Statements) which has been compiled by the applicants and is reasonably required to assess the environmental effects of the development
Project Change Request 1	The changes to the DCO application for the Projects set out in <b>Project Change Request 1 - Offshore &amp; Intertidal Works</b> [AS-141] which was accepted into Examination on 21 <sup>st</sup> January 2025.
Section 42 Consultee	Organisations and individuals that are required to be consulted by the Applicants under Section 42 of the Planning Act 2008. Non-prescribed Section 42 Consultees may be included by Applicants if identified as being of significance.
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).

## Acronyms

Acronym	Definition
DBS	Dogger Bank South
DCO	Development Consent Order
dML	Deemed Marine Licence
EIA	Environmental Impact Assessment
ES	Environmental Statement
ExA	Examining Authority
MCA	Maritime and Coastguard Agency
MGN	Marine Guidance Note
NRA	Navigational Risk Assessment
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
SAR	Search and Rescue
SoCG	Statement of Common Ground
UK	United Kingdom

# 1 Introduction

## 1.1 Background

1. The Application is for development consent for the Applicants to construct and operate the proposed Projects under the Planning Act 2008. Further description of the Projects is available in **Chapter 5 Project Description (Revision 3)** [REP1-009].
2. This Statement of Common Ground (SoCG) has been prepared between RWE Renewables UK Dogger Bank South (West) Ltd and RWE Renewables UK Dogger Bank South (East) Ltd, ('the Applicants') and the Maritime and Coastguard Agency (MCA) to set out the areas of agreement and disagreement between the two parties in relation to the proposed Development Consent Order (DCO) application for the Dogger Bank South ('DBS') West Offshore Wind Farm and DBS East Offshore Wind Farm, collectively known as DBS Offshore Wind Farms (herein 'the Projects').
3. In drafting this SoCG, the Applicants have had regard to the Planning Act 2008 Guidance: Examination stage for Nationally Significant Infrastructure Projects (Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities, 2024).
4. The need for a SoCG between the Applicants and the MCA has been set out within the Rule 6 letter issued by the Planning Inspectorate post-application of the Projects' DCO.
5. This SoCG is intended to provide the Examining Authority (ExA) with a clear summary of discussions between the parties and has been structured to reflect topics which are of interest to the MCA, and which have been raised within the **MCA's Relevant Representation** [RR-031] and **Written Representations** [REP1-060] to the Dogger Bank South Offshore Wind Farms DCO that has been submitted to the Planning Inspectorate pursuant to the Planning Act 2008.
6. It is the intention that this document will facilitate further discussions between the Applicants and the MCA and will provide the ExA with a clear overview of the level of common ground between both parties. This document will be updated throughout the Examination process.
7. The following application documents have informed the discussions with the MCA and address the elements of the Projects that may affect the interests of the MCA:

Table 1-1 - Application Documents of interest to the MCA

Environmental Statement (ES) Chapter/ Application Document	Planning Inspectorate (PINS) Reference
Draft Development Consent Order	APP-027 (superseded by Revision 6 - REP3-004)
Chapter 14 Shipping and Navigation	APP-121
Appendix 14-2 Navigational Risk Assessment	APP-124
Outline Vessel Traffic Monitoring Plan	APP-254
Appendix 15-3 Helicopter Access Report	APP-129 (superseded by Revision 2 – document reference 7.15.15.3)
Project Change Request 1 - Offshore & Intertidal Works	AS-141

8. The MCA and the Applicants have been working together to minimise possible impacts of the Projects on shipping and navigation in relation to the MCA's remit as an Executive Agency of the Department for Transport responsible for safety of life at sea within United Kingdom (UK) waters.

## 1.2 Approach to SoCG

9. This SoCG has been developed during the pre-examination and examination phases of the Projects. In accordance with discussions between the Applicants and the MCA, this SoCG is focused on matters of material interest and relevance to the MCA, namely matters covered in the Application Documents outlined in **Table 1-1** and related topics.
10. The structure of this SoCG is as follows:
- **Introduction:** background to the development of the SoCG.
  - **Consultation:** a summary of consultation to date.
  - **Agreement Log:** a record of the Applicants' position alongside the MCA's position. **Table 3-2** and **Table 3-3** set out those areas agreed in relation to the application documents set out in **Table 1-1**. Where a matter is 'not agreed' or 'under discussion' this is described in further detail in **Table 3-4**.
11. It is agreed that this SoCG is an accurate description of the areas agreed and under discussion between the parties, and that this SoCG accurately records key meetings and consultation with the MCA.



## 2 Consultation

### 2.1 Introduction to Consultation

12. The MCA have been consulted on the proposed development throughout the pre-application stage, having engaged in Shipping and Navigation meetings through the lifetime of the Projects, as well as via non-statutory and statutory consultation under Section 42 of the Planning Act 2008.

### 2.2 Consultation Summary

13. **Table 2-1** summarises the consultation that the Applicants have undertaken with the MCA as statutory or non-statutory consultation during the pre-application and post-application phases.

**Table 2-1 - Summary of pre-application and post-application consultation with the MCA**

Date	Form of Consultation	Meeting Title/ Topic	Summary of Consultation
<b>Pre – Application</b>			
27/09/2021	Dedicated Meeting	Pre-scoping	Introduction to the Projects and high level overview of shipping and navigation ahead of Scoping Report.
13/01/2022	Initial Scoping Opinion	Initial scoping response	MCA confirmation of proposed methodology for vessel traffic surveys.
22/08/2022	Scoping Opinion	Scoping response	MCA outline of navigational issues which should be considered in line with Marine Guidance Note (MGN) 654.
16/09/2022	Email	Baseline data collection	MCA confirmation that October acceptable for collection of winter vessel traffic survey data given surveys previously undertaken.
23/01/2023	Dedicated Meeting	Pre-Preliminary Environmental Information Report (PEIR)	Update on the Projects and discussion of points raised in scoping response.
25/04/2023	Dedicated Meeting	Hazard Workshop	First Hazard Workshop undertaken with MCA and other shipping and navigation stakeholders.

Date	Form of Consultation	Meeting Title/ Topic	Summary of Consultation
26/06/2023	Section 42 Consultation	Section 42 response	MCA agreed with the additional steps outlined in the Navigational Risk Assessment (NRA) as required for the ES stage to address outstanding items in the MGN 654 Checklist, including the need to undertake a Hazard Workshop.
09/10/2023	Dedicated Meeting	Post Section 42	Update on the Projects and discussion of points raised in Section 42 response.
09/11/2023	Dedicated Meeting	Second Hazard Workshop	Second Hazard Workshop undertaken with MCA and other shipping and navigation stakeholders.
02/05/2024	Email	Search and Rescue (SAR)	The Applicants noted MCA comments on helicopter access report in relation to their remit would be addressed post-application.
28/06/2024	Email	SAR	MCA provided feedback to the Applicants responses to their initial review of the helicopter access report.
<b>Post-Application</b>			
16/09/2024	Email	Relevant Representation	Received MCA's Relevant Representation via the Planning Inspectorate.
04/10/2024	Email	Draft SoCG	Issued draft SoCG to MCA for review.
08/10/2024	Email	Relevant Representation	The Applicants issued their responses to the MCA's Relevant Representation via the Planning Inspectorate.
21/10/2024	Dedicated Meeting	Draft SoCG	Meeting with the MCA to discuss the draft SoCG.
08/10/2024	Email	Relevant Representation	The Applicants responded to the MCA's Relevant Representation within <b>The Applicants' Responses to Relevant Representations</b> [PDA-013].
21/10/2024	Email	Draft SoCG	Issued updated SoCG to MCA based on meeting held 21/10/2024.
22/10/2024	Email	Draft SoCG	MCA returned draft SoCG to Applicants with updates.

Date	Form of Consultation	Meeting Title/ Topic	Summary of Consultation
15/11/2024	Email	Project Change Request 1	<b>Project Change Request 1 - Environmental Assessment Update</b> [AS-141] issued to the MCA for comment.
28/11/2024	Email	Project Change Request 1	The MCA provided a response to the <b>Project Change Request 1 - Environmental Assessment Update</b> [AS-141].
10/12/2024	Email	Draft SoCG	The revised Draft of the SoCG was issued for comment alongside <b>Appendix 15-3 Helicopter Access Report</b> [APP-129].
16/01/2025	Email	Draft SoCG	The MCA confirmed agreement of the revised draft of the SoCG for submission into Examination at Deadline 1.
23/01/2025	Email	Draft SoCG	The MCA confirmed agreement with amendments proposed to SoCG ID 5 following Issue Specific Hearing 2.
27/01/2025	Meeting	Issue Specific Hearing 2 Action Point Response	Call with the MCA to confirm agreement with the proposed responses to the Action Points issued by the Examining Authority following Issue Specific Hearing 2.
29/01/2025	Document Publication	Written Representation	MCA's Written Representation was published by the Planning Inspectorate (PINS).
14/02/2025	Document Publication	Written Representation	The Applicants' responses to the MCA's Written Representation were published by PINS.
01/04/2025	Email	Revised SoCG and Helicopter Access Report	The revised Draft of the SoCG was issued for comment alongside <b>Appendix 15-3 Helicopter Access Report (Revision 2)</b> [document reference 7.15.15.3].
03/04/2025	Email	Revised SoCG and Helicopter Access Report	The MCA confirmed agreement with the Helicopter Access Report and made further points for discussion on the Draft DCO.

## 3 Agreement Log

### 3.1 Overview

14. The following sections of this SoCG summarise the level of agreement between the parties for each relevant offshore topic.
15. To easily identify whether a matter is 'agreed', 'not agreed' or 'under discussion', a colour coding system red, amber, green is used respectively within the 'position status colour' column as set out in **Table 3-1**.
16. Where a matter is 'not agreed' or 'under discussion' further detail is provided in section 3.4.

**Table 3-1 – Agreement logs position status key**

Position Status	Position Status Colour
The matter is considered to be agreed between the parties.	Agreed
The matter is neither 'agreed' or 'not agreed' and is a matter where further discussion is required between the parties, for example where relevant documents are being prepared or reviewed.	Under discussion
The matter is not agreed between the parties, however the outcome of the approach taken by either the Applicants or the MCA is not considered to result in a material impact to the assessment conclusions. Discussions have concluded.	Not agreed – No material impact
The matter is not agreed between the parties and the outcome of the approach taken by either the Applicants or the MCA is considered to result in a materially different outcome on the assessment conclusions.	Not agreed – material impact

## 3.2 General

Table 3-2 – General Topics agreed, in discussion or not agreed with the MCA

SoCG ID	The Applicants' Position	The MCA's Position	Position Status
Environmental Impact Assessment (EIA) – Consultation			
1	The Applicants have adequately consulted with the MCA throughout all stages of the Projects to date and the summary of Consultation (section 2.2 of this SoCG) is a fair and accurate record of pre-application consultation.	MCA is in agreement.	
Project Change Request 1			
2	<b>Project Change Request 1: Offshore and Intertidal Works</b> [AS-141] is appropriate and acceptable.	<p>The MCA provided the following response to consultation on <b>Project Change Request 1: Offshore and Intertidal Works</b> [AS-141]:</p> <p><i>'We agree with the conclusions presented in Table 3-7, section 3.6, shipping and navigation, that the changes will not alter previous (pre change request) assessment and will remain broadly acceptable to tolerable with mitigation as assessed in the ES'.</i></p>	

### 3.3 Shipping and Navigation

Table 3-3 – Topics agreed, in discussion or not agreed in relation to Shipping and Navigation

SoCG ID	The Applicants' Position	The MCA's Position	Position Status
<b>EIA – Baseline Environment</b>			
3	The ES adequately characterises the baseline environment as detailed in section 14.5 of <b>Chapter 14 Shipping and Navigation</b> [APP-121] and sections 7 to 12 of <b>Appendix 14-2 Navigational Risk Assessment</b> [APP-124].	MCA is in agreement.	
4	Sufficient survey data from the site-specific vessel traffic surveys has been collected in accordance with MGN 654 requirements to inform the assessment as presented within section 14.6 of <b>Chapter 14 Shipping and Navigation</b> [APP-121] and section 10 of <b>Appendix 14-2 Navigational Risk Assessment</b> [APP-124].	MCA is content that a full vessel traffic survey has been conducted in accordance with MGN 654 requirements. See full MCA <b>Written Representation</b> [REP1-060]. Agreed.	
5	The approach to the assessment is also deemed appropriate for the purposes of predicting changes to the baseline environment as described in section 14.5 of <b>Chapter 14 Shipping and Navigation</b> [APP-121] and section 15 of <b>Appendix 14-2 Navigational Risk Assessment</b> [APP-124].	MCA is in agreement.	
<b>EIA – Assessment Methodology</b>			
6	The methodology applied in sections 14.3 and 14.4 of <b>Chapter 14 Shipping and Navigation</b> [APP-121] and section 3 of <b>Appendix 14-2 Navigational Risk Assessment</b> [APP-124] are appropriate, noting this includes compliance with	MCA is content that the methodology is appropriate and is MGN 654 compliant. Agreed.	

SoCG ID	The Applicants' Position	The MCA's Position	Position Status
	MGN 654 and the application of a 1nm mean distance from offshore structures for main commercial route deviations.		
7	The embedded mitigation measures in Table 14-3 of <b>Chapter 14 Shipping and Navigation</b> [APP-121] and section 20 of <b>Appendix 14-2 Navigational Risk Assessment</b> [APP-124] are appropriate, noting this includes compliance with MGN 654 and agreement of a layout plan post-consent in consultation with MCA and Trinity House.	MCA is content with the embedded mitigation presented. Agreed.	
8	The potential hazards (impacts) identified in section 14.6 of <b>Chapter 14 Shipping and Navigation</b> [APP-121] and section 17 of <b>Appendix 14-2 Navigational Risk Assessment</b> [APP-124] adequately capture the potential risks to shipping and navigation.	MCA is in agreement.	
<b>EIA - Assessment Conclusions</b>			
9	The conclusions of the assessment of significance as detailed in in section 14.6 of <b>Chapter 14 Shipping and Navigation</b> [APP-121] and section 17 of <b>Appendix 14-2 Navigational Risk Assessment</b> [APP-124] (broadly acceptable or tolerable with mitigation) are appropriate and are considered not significant in EIA terms.	MCA is in agreement.	
<b>EIA – Cumulative Risk Assessment Conclusions</b>			
10	The conclusions of the cumulative risk assessment as detailed in section 14.8 of <b>Chapter 14 Shipping and Navigation</b> [APP-121] and section 18 of <b>Appendix 14-</b>	MCA is in agreement.	

SoCG ID	The Applicants' Position	The MCA's Position	Position Status
	<p><b>2 Navigational Risk Assessment</b> [APP-124] (broadly acceptable or tolerable with mitigation) are appropriate and are considered not significant in EIA terms.</p> <p>In <b>The Applicants' Responses to Written Representations</b> [REP2-057] (REP1-060:6), it is stated '<i>Given that the outcome of the cumulative risk assessment is unchanged with this clarification, and that the Applicants and the MCA are in agreement on this matter, the Applicants consider it unnecessary and excessive to formally amend the cumulative risk assessment.</i>'</p>	<p>The MCA requested clarification from the Applicants on the significance of effect of cumulative effect of vessel displacement and that we would accept an amendment in the Cumulative Risk Assessment in due course. Clarification given in <b>The Applicants' Responses to January 2025 Hearing Action Points (Revision 2)</b> [AS-155] have clarified the matter and MCA is content that the conclusions of the cumulative risk assessment is considered not significant in EIA terms.</p>	
<b>Draft DCO / Outline Management Plans / Mitigation and Monitoring</b>			
11	<p>The wording of <b>DCO/Deemed Marine Licence (dML) (Revision 6)</b> [REP3-004] conditions (summarised below) relevant to the MCA are appropriate:</p> <ul style="list-style-type: none"> <li>Schedule 10, DML 1, Conditions 9, 13, 15, 18, 21, 22 and 24</li> <li>Schedule 11, DML 2, Conditions 9, 13, 15, 18, 21, 22 and 24</li> <li>Schedule 12, DML 3, Conditions 7, 11, 13, 16, 19, 20, 22</li> <li>Schedule 13, DML 4, Conditions 7, 11, 13, 16, 19, 20, 22</li> <li>Schedule 14, DML 5, Conditions 5, 9, 11, 12, 15, 16, 18</li> </ul> <p>See <b>Table 3-4</b> for further detail.</p>	<p>MCA provided comments regarding the specific wording of the relevant DCO / dML conditions in their <b>Written Representation</b> [REP1-060] for review by the Applicants. MCA have further requested amendments on wording for some of the conditions as detailed below in section 3.4.1.</p>	



SoCG ID	The Applicants' Position	The MCA's Position	Position Status
12	<p><b>Appendix 15-3 Helicopter Access Report</b> [APP-129] sufficiently identifies the baseline helicopter access within the Offshore Development Area and any potential changes to access that may result from construction of the Projects, in relation to the MCA's remit.</p> <p>Revision 2 sent to the MCA in 01/04/25 for comment.</p>	Revision 2 received for review on 1 <sup>st</sup> April 2025. MCA is content that recommended updates based on our comments have been made to the document.	

## 3.4 Status of Discussions for Matters 'Not Agreed' or 'Under Discussion'

### 3.4.1 Shipping and Navigation

Table 3-4 - Status of discussions relating to Shipping and Navigation

SoCG ID	Discussion Point	Applicants' Position	MCA's Position	Position Status
11	DCO/dMLs	<p>1. The <b>Draft DCO (Revision 6)</b> [REP3-004] was submitted at Deadline 3. The Applicants have made amendments as requested by the MCA, whilst responses to other MCA comments have been provided in section 2.7 of <b>The Applicants' Responses to Written Representations</b> [REP2-057] where the Applicants did not consider an</p>	<p>1. MCA provided comments regarding the specific wording of the relevant DCO / dML conditions in their <b>Written Representation</b> [REP1-060]. We have now reviewed <b>Draft DCO (Revision 6)</b> [REP3-004]</p>	

SoCG ID	Discussion Point	Applicants' Position	MCA's Position	Position Status
		<p>amendment to the DCO / dML conditions was required.</p> <p>2. After reviewing the MCA comments on revision 6 of the Draft DCO. The Applicants have amended the <b>Draft DCO (Revision 7)</b> [document reference 3.1] submitted at Deadline 4 and await the MCA's comments.</p>	<p>For Condition 9(12) schedules 10-11, condition 7(12) schedules 12-13 and condition 5(12) schedule 14, we are seeking the following amendments: add '<i>and regional fisheries organisations</i>' after '<i>Kingfisher Information Service of Seafish</i>'. Note - previous request was add 'regional fisheries contacts' which we have now reworded for clarity.</p> <p>For condition 13(10) schedules 10-11, condition 11(10) schedules 12-13 and condition 9(10) schedule 14, we are now seeking the following amendments:</p> <p><i>'(a) Debris or dropped objects which are considered a danger or hazard to navigation must be reported as soon as reasonably practicable but no later than six hours from the undertaker becoming aware of an incident, to the relevant HM Coastguard Maritime Rescue Co-ordination Centre by telephone (add number), and the UK Hydrographic Office email: <a href="mailto:navwarnings@btconnect.com">navwarnings@btconnect.com</a>.</i></p> <p><i>(b) All dropped objects including those in (a), must be reported to the MMO using the Dropped Object Procedure Form (including any updated form as provided by the MMO) as soon as reasonably practicable and in any event within 24 hours of the undertaker becoming aware of an incident, unless otherwise agreed in writing with the MMO.</i></p>	

SoCG ID	Discussion Point	Applicants' Position	MCA's Position	Position Status
			<p><i>(c) On receipt of notification or the Dropped Object Procedure Form the MMO may require relevant surveys to be carried out by the undertaker (such as side scan sonar) if reasonable to do so and the MMO may require obstructions to be removed from the marine environment at the undertaker's expense if reasonable to do so.'</i></p>	

## 4 Summary

17. This SoCG has outlined the consultation that has taken place between the Applicants and the MCA during the pre-application and Examination phases. This SoCG will be updated as discussions progress and made available to PINS as requested through the DCO examination phase.

## 5 References

Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities (2024). Planning Act 2008: Examination stage for Nation-ally Significant Infrastructure Projects. Available at: <https://www.gov.uk/guidance/planning-act-2008-examination-stage-for-nationally-significant-infrastructure-projects>. [Accessed August 2024].

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