

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

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

**Dogger Bank South Offshore
Wind Farms**

**Trinity House Statement of Common Ground
(Revision 3)**

Submission for Deadline 8

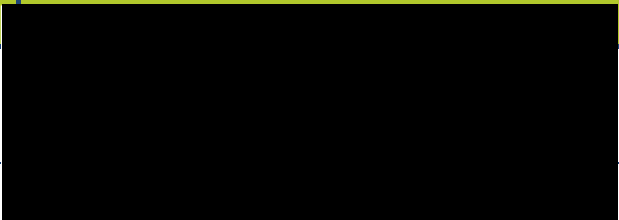
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Position	Navigation (Examiner) Manager
On behalf of	Trinity House

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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.
Nationally Significant Infrastructure Projects (NSIP)	Large scale development including power generating stations which requires development consent under the Planning Act 2008. An offshore wind farm project with a capacity of more than 100MW constitutes an NSIP.
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 Project Change Request 1 - Offshore & Intertidal Works [AS-141] which was accepted into Examination on 21 st 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
GLA	General Lighthouse Authority
MGN	Marine Guidance Note
NRA	Navigational Risk Assessment
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
SoCG	Statement of Common Ground

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 4)** [REP7-032].
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 Trinity House 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 Trinity House 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 Trinity House, and which have been raised within Trinity House's Relevant Representation [RR-008] 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 Trinity House and will provide the ExA with a clear overview of the level of common ground between both parties. This document has been updated throughout the Examination process.
7. The following application documents have informed the discussions with Trinity House and address the elements of the Projects that may affect the interests of Trinity House:

Table 1-1 - Application Documents of interest to Trinity House

ES Chapter/ Application Document	Planning Inspectorate (PINS) Reference
Draft Development Consent Order	APP-027 (superseded by Revision 10 – REP7-011)
Chapter 14 Shipping and Navigation	APP-121 (superseded by Revision 2 – REP7-051)
Appendix 14-2 Navigational Risk Assessment	APP-124 (superseded by Revision 2 – REP7-054)
Outline Vessel Traffic Monitoring Plan	APP-254 (superseded by Revision 2 – REP5-029)
Project Change Request 1 - Offshore & Intertidal Works	AS-141

8. Trinity House and the Applicants have been working together to minimise possible impacts of the Projects on shipping and navigation in relation to Trinity House’s remit as the General Lighthouse Authority (GLA) for English and Welsh 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 Trinity House, this SoCG is focused on matters of material interest and relevance to Trinity House, 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 and engagement to date.
 - **Agreement Log:** a record of the Applicants’ position alongside Trinity House’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**.
11. It is agreed that this SoCG is an accurate description of the areas agreed between the parties, and that this SoCG accurately records key meetings and consultation with Trinity House.

2 Consultation and Engagement

2.1 Introduction to Consultation

12. Trinity House has 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 and engagement that the Applicants have undertaken with the Trinity House as part of the statutory and non-statutory consultation during the pre-application and post-application phases.

Table 2-1 - Summary of pre-application and post-application consultation with Trinity House

Date	Form of Consultation	Meeting Title / Topic	Summary of Consultation
Pre - Application			
27/09/2021	Dedicated Meeting	Pre-scoping	Introduction to the Projects and high-level overview of shipping and navigation ahead of Scoping Report.
08/12/2021	Initial Scoping Opinion	Initial scoping response	Trinity House outline of expectations for the Environmental Statement (ES) including Navigational Risk Assessment (NRA) and risk mitigation measures.
23/08/2022	Scoping Opinion	Scoping response	Trinity House outline of expectations for the ES including NRA and risk mitigation measures.
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 Trinity House and other shipping and navigation stakeholders.
21/06/2023	Email	Hazard Workshop correspondence	Materials from Hazard Workshop shared for comment.

Date	Form of Consultation	Meeting Title / Topic	Summary of Consultation
13/07/2023	Section 42 Consultation	Section 42 response	Trinity House noted the need for any corridor between the DBS array areas and Dogger Bank A to be compliant with Marine Guidance Note (MGN) 654 and shared current standard navigation conditions for DCO.
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 Trinity House and other shipping and navigation stakeholders.
22/03/2024	Email	Hazard Workshop correspondence	Materials from second Hazard Workshop shared for comment.
Post-Application Submission			
06/09/2024	Email	Relevant Representation	Received Trinity House's relevant representation to the Planning Inspectorate.
02/10/2024	Dedicated Meeting	Draft SoCG meeting	Meeting held to discuss the draft SoCG with Trinity House.
04/10/2024	Email	Draft SoCG	Trinity House provided comments on the draft SoCG previously issued.
08/10/2024	Email	Relevant Representation	The Applicants responded to Trinity House's Relevant Representation within The Applicants' Responses to Relevant Representations [PDA-013].
15/11/2024	Email	Project Change Request 1	Project Change Request 1 - Environmental Assessment Update [AS-141] issued to Trinity House for comment.
25/11/2024	Email	SoCG meeting minutes	Draft SoCG meeting minutes sent to Trinity House for review.
26/11/2024	Email	SoCG meeting minutes	Comments were received back from Trinity House on the minutes. The final version of the minutes was sent for Trinity House's records.

Date	Form of Consultation	Meeting Title / Topic	Summary of Consultation
17/11/2024	Email	Draft SoCG	The revised Draft SoCG was issued for comment.
11/12/2024	Email	Project Change Request 1	Trinity House confirmed that they note the details of Project Change Request 1 - Environmental Assessment Update [AS-141] and have no objections or further comments in this regard.
18/12/2024	Email	Draft SoCG	Trinity House confirmed agreement of Draft SoCG for submission into Examination at Deadline 1.
10/01/2025	Email	Draft DCO	Trinity House provided comments on the Draft DCO (Revision 6) [REP1-004].
23/01/2025	Email	Draft SoCG	The Applicants issued an updated SoCG with amendments proposed to SoCG ID 5 following the Issue Specific Hearing 2.
23/01/2025	Email	Draft SoCG	Trinity House provided proposed tweaks to the amendments to SoCG ID 5 following the Issue Specific Hearing 2.
28/01/2025	Email	Draft SoCG	The Applicants confirmed the changes proposed by Trinity House had been accepted with no further amendments, SoCG would be finalised for submission at Deadline 1.
27/03/2025	Email	Revised SoCG	The Applicants amended the SoCG after Deadline 3 and issued to Trinity House for agreement.
03/04/2025	Email	Revised SoCG	Trinity House updated the SoCG and noted the only point for discussion was on text within the Draft DCO.
02/06/2025	Email	Revised SoCG	The Applicants reissued the SoCG to Trinity House for update.
02/06/2025	Email	Revised SoCG	Trinity House returned the SoCG with a minor amendment and confirmed that they were content with the updated wording.

Date	Form of Consultation	Meeting Title / Topic	Summary of Consultation
23/06/2025	Email	Revised SoCG	The Applicants reissued the SoCG to Trinity House for final sign off
24/06/2025	Email	Revised SoCG	Trinity House agreed the SoCG and returned a signed revision.

3 Agreement Log

3.1 Overview

14. The following sections of this SoCG summarise the level of agreement between the parties for Shipping and Navigation.
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**.

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 Trinity House 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 Trinity House 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 or not agreed with Trinity House

SoCG ID	The Applicants' Position	Trinity House's Position	Position Status
Environmental Impact Assessment (EIA) – Consultation			
1	The Applicants have adequately consulted with Trinity House 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.	Trinity House confirmed agreement on this topic during the draft SoCG Meeting held on 02/10/2024.	
Project Change Request 1			
2	Project Change Request 1: Offshore and Intertidal Works [AS-141] is appropriate and acceptable.	Trinity House stated that they ' <i>note the details of Change Request 1 and have no objections or further comments in this regard</i> '.	

3.3 Shipping and Navigation

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

SoCG ID	The Applicants' Position	Trinity House's Position	Position Status
EIA – Baseline Environment			
2	The ES adequately characterises the baseline environment as detailed in section 14.5 of Chapter 14 Shipping and Navigation [document reference 7.14] and sections 7 to 12 of Appendix 14-2 Navigational Risk Assessment [document reference 7.14.14.2].	Trinity House confirmed agreement on this topic during the draft SoCG Meeting held on 02/10/2024.	
3	Sufficient survey data from the site-specific vessel traffic surveys has been collected in accordance with MGN 654 and is suitable for Trinity Houses requirements to inform the assessment as presented within section 14.6 of Chapter 14 Shipping and Navigation [document reference 7.14] and section 10 of Appendix 14-2 Navigational Risk Assessment [document reference 7.14.14.2].	Trinity House confirmed agreement on this topic during the draft SoCG Meeting held on 02/10/2024.	
4	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 Chapter 14 Shipping and Navigation [document reference 7.14] and section 15 of Appendix 14-2 Navigational Risk Assessment [document reference 7.14.14.2].	Trinity House confirmed agreement on this topic during the draft SoCG Meeting held on 02/10/2024.	

SoCG ID	The Applicants' Position	Trinity House's Position	Position Status
EIA – Assessment Methodology			
5	The methodology applied in sections 14.3 and 14.4 of Chapter 14 Shipping and Navigation [document reference 7.14] and section 3 of Appendix 14-2 Navigational Risk Assessment [document reference 7.14.14.2] are appropriate, noting this includes compliance with MGN 654 in relation to Trinity Houses remit. The application of a 1nm mean distance between offshore structures and the main shipping route deviations assessed, is a reasonable assumption.	Trinity House confirmed agreement on this topic during the draft SoCG Meeting held on 02/10/2024. Trinity House confirmed agreement on distance between offshore structures and shipping route deviations 24/01/2025.	
6	The embedded mitigation measures in Table 14-3 of Chapter 14 Shipping and Navigation [document reference 7.14] and section 20 of Appendix 14-2 Navigational Risk Assessment [document reference 7.14.14.2] are appropriate, noting this includes lighting and marking in accordance with the latest relevant industry guidance as required by Trinity House, Maritime and Coastguard Agency and Civil Aviation Authority. Additionally, an Aids to Navigation Management Plan will be undertaken post consent.	Trinity House confirmed agreement on this topic during the draft SoCG Meeting held on 02/10/2024.	
7	The potential hazards (impacts) identified in section 14.6 of Chapter 14 Shipping and Navigation [document reference 7.14] and section 17 of Appendix 14-2 Navigational Risk Assessment [document reference 7.14.14.2] adequately capture the potential risks to shipping and navigation.	Trinity House confirmed agreement on this topic during the draft SoCG Meeting held on 02/10/2024.	

SoCG ID	The Applicants' Position	Trinity House's Position	Position Status
EIA - Assessment Conclusions			
8	The conclusions of the assessment of significance as detailed in section 14.6 of Chapter 14 Shipping and Navigation [document reference 7.14] and section 17 of Appendix 14-2 Navigational Risk Assessment [document reference 7.14.14.2] (broadly acceptable or tolerable with mitigation) are appropriate and are considered not significant in EIA terms.	Trinity House confirmed agreement on this topic during the draft SoCG Meeting held on 02/10/2024.	
EIA – Cumulative Risk Assessment Conclusions			
9	The conclusions of the cumulative risk assessment as detailed in section 14.8 of Chapter 14 Shipping and Navigation [document reference 7.14] and section 18 of Appendix 14-2 Navigational Risk Assessment [document reference 7.14.14.2] (broadly acceptable or tolerable with mitigation) are appropriate and are considered not significant in EIA terms.	Trinity House confirmed agreement on this topic during the draft SoCG Meeting held on 02/10/2024.	
Draft DCO / Outline Management Plans / Mitigation and Monitoring			
10	The wording of DCO / Deemed Marine Licence (DML) conditions (summarised below) relevant to Trinity House are appropriate: <ul style="list-style-type: none"> Schedule 10 and 11 - Conditions 9, 10, 11, 13, 15, 21, 22 and 24. Schedule 12 and 13 - Conditions 7, 8, 9, 11, 13, 19, 20 and 22. Schedule 14 - Conditions 5, 6, 9, 11, 15, 16 and 18. 	Trinity House provided comments on the Draft DCO (Revision 5) [REP1-004] via email 10/01/2025. Trinity House confirmed that minor points within the DMLs/DCO had been appropriately addressed. Trinity House noted an additional change to the Condition 11 of the DMLs relating to the Colouring of Structures, which Trinity House understood was	

SoCG ID	The Applicants' Position	Trinity House's Position	Position Status
	<p>Updates were made to the Draft DCO, with the Applicants submitting Draft DCO (Revision 5) [REP1-004] at Deadline 1.</p> <p>Regarding the original text requested to be re-instated (<i>'as directed by Trinity House'</i>). The Applicants agree with Trinity House to the amendment and are seeking approval from the Marine Management Organisation (MMO) as they requested the change.</p> <p>The MMO emailed the Applicants on 17/04/25 confirming discussions with Trinity House. Both parties have agreed on the wording to be used:</p> <p><i>Colouring of structures</i></p> <p><i>11 (1) Except as otherwise required by Trinity House the undertaker must colour all structures forming part of the authorised scheme yellow (colour code RAL 1023) from at least HAT to a height directed by Trinity House or must colour the structure as directed by Trinity House in writing from time to time.</i></p> <p><i>(2) Subject to sub-paragraph (1) above, unless the MMO otherwise directs in writing, the undertaker must paint the remainder of the structures submarine grey (colour code RAL 7035).</i></p> <p>The Applicants agree with the text and have made amendments to the Draft DCO (Revision 7) [REP4-005], submitted at Deadline 4.</p>	<p>made by the Applicants in response to comments made by the MMO within their Relevant Representation [RR-030]. Trinity House request that the original text of <i>'as directed by Trinity House'</i> is re-instated should it be agreeable by the respective stakeholders (including the MMO).</p> <p>Trinity House would like to see this redrafting incorporated in the Deadline 4 submission of the DCO.</p> <p>Trinity House is content with the draft DCO submitted at deadline 4.</p>	
11	<p>The Outline Vessel Traffic Monitoring Plan [document reference 8.30] sufficiently outlines the methodology by which vessel traffic monitoring will be undertaken.</p>	<p>Trinity House confirmed agreement on this topic within the email sent on 04/10/2024.</p>	

4 Summary

16. This SoCG has outlined the consultation that has taken place between the Applicants and Trinity House during the pre-application and Examination phases. This SoCG has been updated throughout the Examination and represents the agreed position and final SoCG between the Applicants and Trinity House.

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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