

DOGGER BANK D WIND FARM

Preliminary Environmental Information Report

Volume 2

Appendix 15.1 Consultation Responses for Shipping
and Navigation

Document Reference 2.15.1

Date: June 2025

Revision: V1



www.doggerbankd.com

Document Title:	Volume 2, Appendix 15.1 Consultation Responses for Shipping and Navigation
Document BIM No.	PC6250-ATC-XX-ON-RP-EV-0125
Prepared By:	Anatec Ltd
Prepared For:	Dogger Bank D Wind Farm

Revision No.	Date	Status / Reason for Issue	Author	Checked By	Approved By
V1	06/05/2025	final	Anatec Ltd	PT	GA

Table of Contents

15.1 Consultation Responses for Shipping and Navigation6

Glossary

Term	Definition
Additional Mitigation	<p>Measures identified through the EIA process that are required as further action to avoid, prevent, reduce or, if possible, offset likely significant adverse effects to acceptable levels (also known as secondary (foreseeable) mitigation).</p> <p>All additional mitigation measures adopted by the Project are provided in the Commitments Register.</p>
Automatic Identification System (AIS)	A system by which vessels automatically broadcast their identity, key statistics including location, destination, length, speed and current status, e.g., under power. Most commercial vessels and United Kingdom (UK)/European Union fishing vessels over 15 metres (m) length are required to carry AIS.
Collision	The act or process of colliding (crashing) between two moving objects.
Commitment	<p>Refers to any embedded and additional mitigation, enhancement or monitoring measures identified through the EIA process and any commitments outside the EIA process.</p> <p>All commitments adopted by the Project are provided in the Commitments Register.</p>
Design	All of the decisions that shape a development throughout its design and pre-construction, construction / commissioning, operation and, where relevant, decommissioning phases.
Development Consent Order (DCO)	A consent required under Section 37 of the Planning Act 2008 to authorise the development of a Nationally Significant Infrastructure Project, which is granted by the relevant Secretary of State following an application to the Planning Inspectorate.
Effect	An effect is the consequence of an impact when considered in combination with the receptor's sensitivity/value/importance, defined in terms of significance.
Embedded Mitigation	<p>Embedded mitigation includes:</p> <ul style="list-style-type: none"> Measures that form an inherent part of the project design evolution such as modifications to the location or design of the development made during the pre-application phase (also known as primary (inherent) mitigation); and Measures that will occur regardless of the EIA process as they are imposed by other existing legislative requirements or are considered as standard or best practice to manage commonly occurring environmental impacts (also known as tertiary (inexorable) mitigation). <p>All embedded mitigation measures adopted by the Project are provided in the Commitments Register.</p>
Enhancement	Measures committed to by the Project to create or enhance positive benefits to the environment or communities.

Term	Definition
	All enhancement measures adopted by the Project are provided in the Commitments Register.
Environmental Impact Assessment (EIA)	A 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 and includes the publication of an Environmental Statement.
Environmental Statement (ES)	A document reporting the findings of the EIA which describes the measures proposed to mitigate any likely significant effects.
Impact	A change resulting from an activity associated with the Project, defined in terms of magnitude.
Main Commercial Route	Defined transit route (mean position) of commercial vessels identified within the shipping and navigation Study Area.
Marine Guidance Note (MGN)	A system of guidance notes issued by the Maritime and Coastguard Agency (MCA) which provide significant advice relating to the improvement of the safety of shipping at sea, and to prevent or minimise pollution from shipping.
Mitigation	Any action or process designed to avoid, prevent, reduce or, if possible, offset potentially significant adverse effects of a development.
Monitoring	<p>Measures to ensure the systematic and ongoing collection, analysis and evaluation of data related to the implementation and performance of a development. Monitoring can be undertaken to monitor conditions in the future to verify any environmental effects identified by the EIA, the effectiveness of mitigation or enhancement measures or ensure remedial action are taken should adverse effects above a set threshold occur.</p> <p>All monitoring measures adopted by the Project are provided in the Commitments Register.</p>
Navigational Risk Assessment (NRA)	A document which assesses the hazards to shipping and navigation of a proposed Offshore Renewable Energy Installation based upon Formal Safety Assessment.
Offshore Platform(s)	<p>Fixed structures located within the DBD Array Area that contain electrical equipment to aggregate and, where required, convert the power from the wind turbines, into a more suitable voltage for transmission through the export cables to the onshore converter station(s). Such structures could include (but are not limited to): Offshore Converter Station(s) Collector Platform(s).</p> <p>This also includes a Switching Station to enable coordination as an Offshore Hybrid Asset Platform. This combines infrastructure for offshore electricity generation with an interconnector to facilitate the transfer of electricity generated by the Project between different countries.</p>

Term	Definition
Offshore Renewable Energy Installations	As defined by Marine Guidance Note (MGN) 654 (Merchant and Fishing) Safety of Navigation: Offshore Renewable Energy Installations (OREIs) – Guidance on UK Navigational Practice, Safety and Emergency Response (Maritime and Coastguard Agency (MCA), 2021). For the purposes of this chapter and in keeping with the consistency of the Environmental Impact Assessment, OREI can mean offshore wind turbines and the associated electrical infrastructure such as Offshore Platform(s).
Safety Zones	A statutory, temporary marine zone demarcated for safety purposes around a possibly hazardous offshore installation or works / construction area.
Scoping Opinion	A written opinion issued by the Planning Inspectorate on behalf of the Secretary of State regarding the scope and level of detail of the information to be provided in the Applicant's Environmental Statement. The Scoping Opinion for the Project was adopted by the Secretary of State on 02 August 2024.
Scoping Report	A request by the Applicant made to the Planning Inspectorate for a Scoping Opinion on behalf of the Secretary of State. The Scoping Report for the Project was submitted to the Secretary of State on 24 June 2024.
Study Areas	A geographical area and / or temporal limit defined for each EIA topic to identify sensitive receptors and assess the relevant likely significant effects.
The Applicant	SSE Renewables and Equinor acting through 'Doggerbank Offshore Wind Farm Project 4 Projco Limited'.
The Project	Dogger Bank D Offshore Wind Farm Project, also referred to as DBD in this PEIR.
Unique Vessel	An individual vessel identified on any particular calendar day, irrespective of how many tracks were recorded for that vessel on that day. This prevents vessels being over counted. Individual vessels are identified using their Maritime Mobile Service Identity.
Wind Turbines	Power generating devices located within the Array Area that convert kinetic energy from wind into electricity.

15.1 Consultation Responses for Shipping and Navigation

1. **Volume 1, Chapter 15 Shipping and Navigation** for the Dogger Bank D Offshore Wind Farm (hereafter ‘the Project’ or ‘DBD’) has been informed by consultation with the Planning Inspectorate and stakeholders following the publication of the Scoping Report (Royal HaskoningDHV, 2024) and the comments contained within the Scoping Opinion (Planning Inspectorate, 2024). This appendix contains details of the relevant comments for **Chapter 15 Shipping and Navigation** and the Applicant’s responses in **Table 15.1-1**.
2. The Applicant previously submitted a Scoping Report in 2023 based on project parameters at that time. The 2024 Scoping Report (Royal HaskoningDHV, 2024) and adopted Scoping Opinion (Planning Inspectorate, 2024) have superseded the 2023 Scoping Report and as such consultation responses on the 2023 Scoping Report are not considered further in this document except where they are included in the 2024 consultee responses and remain relevant to the Project.

Table 15.1-1 Consultation Responses for Shipping and Navigation

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
Maritime Coastguard Agency (MCA)	Email (11/06/2024) Correspondence	The MCA approve the rationale and support an alternative approach to the winter vessel traffic survey; a 14-day piggyback survey (on a survey vessel undertaking other activities associated with the project or the adjacent Dogger Bank C (DBC)) capturing Automatic Identification System (AIS) However, that this is a specific case with unique requirements and this position will neither influence nor set a precedent to other proposed wind farm traffic surveys in the UK, which will continue to be assessed on a case-by-case basis.	Vessel traffic surveys will be compliant with Marine Guidance Note (MGN) 654 requirements with consultation on vessel traffic surveys included within the NRA and PEIR / Environmental Statement (ES). It is noted that at the PEIR stage the summer 2023 vessel traffic survey has been supported by desk based AIS data.

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
			At ES stage, it is noted that the piggyback survey was not completed and instead a full vessel traffic survey will be undertaken and so AIS, Radar, and visual observation data from winter 2025 and summer 2025 will be used to characterise vessel movements, Data sources are outlined in Section 15.5.2 of Volume 1, Chapter 15 Shipping and Navigation.
Marine Management Organisation (MMO)	Scoping Opinion (02/08/2024)	The MMO defers to the MCA and Trinity House on the suitability of the scope of the assessment with regards to navigation of vessels.	Noted. MCA and Trinity House have been consulted on the scope of the assessment through the Scoping Report and dedicated meetings.
Planning Inspectorate	Scoping Opinion (02/08/2024)	The Inspectorate has assumed that certain impacts are considered only relevant to the operational phase and subject to this assumption being correct, agrees to scope them out of the ES [for other phases]. The ES should explain the impacts relevant to each project phase, including where impacts are limited to a particular phase of the project.	The assessment of effects in Section 15.7 of Volume 1, Chapter 15 Shipping and Navigation has considered each impact across each phase of the Project where appropriate. Justification is provided where impacts are scoped out for a particular phase in the Impacts and Effects Register provided in Volume 2, Appendix 6.2 Impacts and Effects Register.

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
		The Scoping Report states that Safety Zones of up to 500m will be applied for where a vessel is Restricted in Her Ability to Manoeuvre (RAM) during construction, major maintenance and decommissioning activities. The ES should provide additional information on these safety zones including details of any potential diversions to navigational routes which will be required for existing vessels to avoid the Proposed Development.	Main commercial route deviations and methodology are outlined in Section 14.5 of Appendix 15.2 Navigational Risk Assessment . The displacement of these routes is considered in the assessment of effects in Section 15.7 of Volume 1, Chapter 15 Shipping and Navigation .
		In line with the advice from Trinity House, both shore based and offshore based aids to navigation should be included within this assessment.	Existing aids to navigation both coastal and offshore have been characterised as part of the baseline environment in Section 15.6.1.1 of Volume 1, Chapter 15 Shipping and Navigation and considered in the assessment of effects in Section 15.7 .
		The ES should clearly set out how the risk assessment approach leads to an assessment of significance of effect consistent/ compatible with the terminology used in the wider ES.	Differences in terminology for significance are explained within the PEIR / ES under the impact assessment methodology in Section 15.5.3.1 of Volume 1, Chapter 15 Shipping and Navigation and an indication of whether the determined significance is significant in EIA terms is provided in the assessment of effects in Section 15.7 .

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
		The ES should identify a future baseline for vessel movements and explain how this has been established, taking into account the existing sea users and numerous proposed projects in the vicinity	A future baseline inclusive of increase in vessel activity and vessel routeing both in isolation and cumulatively are detailed in Section 15.2 of Volume 1, Chapter 15 Shipping and Navigation with the methodology outlined in Section 14 of Appendix 15.2 Navigational Risk Assessment . An assessment of the future conditions is considered throughout the assessment of effects in Section 15.7 of Volume 1, Chapter 15 Shipping and Navigation .
		The Inspectorate notes comments from the MCA regarding the potential impact on ships compasses from high voltage direct current (HVDC) transmission infrastructure required for the Proposed Development. The Applicant should make effort to discuss and agree the timing of the pre-construction compass deviation study and any necessary mitigation measures with the MCA. Where necessary any such study should be completed before submission of the Development Consent Order (DCO) application.	A compass deviation study will be undertaken pre-construction to confirm that compass deviations are acceptable as indicated in Section 15.6.1 of Appendix 15.2 Navigational Risk Assessment .
		The Inspectorate highlights to the Applicant the risk of invalidating the NRA if the hydrographic surveys do not fulfil the requirements of the International Hydrographic Organisation (IHO) Order 1a standard as required by MGN 654; this guidance should be taken into account.	Compliance with MGN 654 requirements – which include detailed and accurate hydrographic surveys – is included as an embedded mitigation measure in Section 15.4.3 of Volume 1, Chapter 15 Shipping and Navigation .

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
MCA	Scoping Opinion (02/08/2024)	<p>The Environmental Impact Report should supply detail on the possible impact on navigational issues for both commercial and recreational craft, specifically:</p> <ul style="list-style-type: none"> • Collision Risk • Navigational Safety • Visual intrusion and noise • Risk Management and Emergency response • Marking and lighting of site and information to mariners • Effect on small craft navigational and communication equipment • The risk to drifting recreational craft in adverse weather or tidal conditions • The likely squeeze of small craft into the routes of larger commercial vessels <p>The development area carries a moderate amount of traffic which includes passenger vessels, oil and gas support vessels and cargo ships including tankers. Attention needs to be paid to routing, particularly heavy weather routeing so that vessels can continue to make safe passage without large-scale deviations. The likely cumulative and in combination effects on shipping routes should be considered which will be an important issue going forward. It should consider the proximity to other windfarm developments, other infrastructure, and the impact on safe navigable sea room.</p>	<p>The stated issues have been considered across Volume 1, Chapter 15 Shipping and Navigation and Appendix 15.2 Navigational Risk Assessment. In particular, main commercial routes have been identified using the principles set out in MGN 654 and routeing displacement, including in adverse weather, has been considered in the assessment of effects in regard to navigational safety and collision risk in Section 15.7 of Volume 1, Chapter 15 Shipping and Navigation for all vessel types, inclusive of recreational craft and the potential of internal navigation within the operational array.</p>

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
		It is noted that an NRA will be submitted in accordance with MGN 654. This should be accompanied by a detailed MGN 654 Checklist.	The NRA was undertaken in compliance with MGN 654 including the completion of the MGN 654 Checklist in Appendix 15.2 Navigational Risk Assessment .
		We note that a vessel traffic survey will be undertaken to the standard of MGN 654. We also note that the site-specific vessel traffic survey was undertaken in summer 2023 and survey are planned in winter 2024 and summer 2025. The surveys will consist of a minimum of 28 days of seasonal data (two x 14-day surveys) collected from a vessel-based survey using AIS, radar and visual observations to capture all vessels navigating in the study area. Kindly note for all OREI developments, subject to the planning process, the traffic survey must be undertaken within 24 months prior to submission of the DCO application.	Vessel traffic surveys will be compliant with MGN 654 at ES stage. At the PEIR stage the summer 2023 vessel traffic survey will be supported by desk-based AIS data. At ES stage, additional surveys undertaken in winter 2025 and summer 2025 will be used to characterise vessel movements, as noted in Section 15.13 of Volume 1, Chapter 15 Shipping and Navigation .
		The proximity to other offshore windfarms will need to be fully considered, with an appropriate assessment of the distances between OREI boundaries and shipping routes as per MGN 654. The cumulative impacts of other wind farms in close proximity, in particular the Dogger Bank A, Dogger Bank B, Dogger Bank C, Sofia and Dogger Bank South offshore wind farms will change routing. Attention must be paid for ensuring the established shipping routes within the area can continue safely without unacceptable deviations. Particular attention should be given to the oil and gas activity within the area	A full cumulative effects assessment is provided in Section 15.8 of Volume 1, Chapter 15 Shipping and Navigation , including consideration of cumulative deviations of main commercial routes in the presence of the developments highlighted by the MCA. It is noted that some of these developments are considered as part of the baseline assessment since construction is ongoing.

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
		The turbine layout design will require MCA approval prior to construction to minimise the risks to surface vessels, including rescue boats, and Search and Rescue (SAR) aircraft operating within the site. Any additional navigation safety and/or Search and Rescue requirements, as per MGN 654 Annex 5, will be agreed at the approval stage.	The final array layout will be agreed with MCA and Trinity House post consent and will comply with the requirements of MGN 654, noting that compliance with MGN 654 is considered as an embedded mitigation measure in Section 15.4.3 of Volume 1, Chapter 15 Shipping and Navigation.
		Attention should be paid to cabling routes and where appropriate burial depth for which a Burial Protection Index study should be completed and subject to the traffic volumes, an anchor penetration study may be necessary. If cable protection measures are required e.g. rock bags or concrete mattresses, the MCA would be willing to accept a 5% reduction in surrounding depths referenced to Chart Datum.	Any protection for export cables will adhere to the requirements of MGN 654 – including in relation to reduction in surrounding depths – noting that compliance with MGN 654 is considered as an embedded mitigation measure in Section 15.4.3 of Volume 1, Chapter 15 Shipping and Navigation.
		For HVDC cables, consideration must be given to the effect of electromagnetic deviation on ships' compasses. The MCA would be willing to accept a three-degree deviation for 95% of the cable route. For the remaining 5% of the cable route no more than five degrees will be attained. If an HVDC cable is being used, we would expect the applicant to do a desk based compass deviation study based on the specifications of the cable lay proposed and assess the effect of electro-magnetic field (EMF) on ship's compasses. If the above condition is not met, MCA may request for a deviation survey post the cable being laid.	A compass deviation study will be undertaken pre-construction to confirm that compass deviations are acceptable as indicated in Section 15.6.1 of Appendix 15.2 Navigational Risk Assessment.

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
		Particular consideration will need to be given to the implications of the site size and location on SAR resources and Emergency Response Cooperation Plans (ERCoP). The report must recognise the level of radar surveillance, AIS and shore-based VHF radio coverage and give due consideration for appropriate mitigation such as radar, AIS receivers and in-field, Marine Band VHF radio communications aerial(s) (VHF voice with Digital Selective Calling (DSC)) that can cover the entire wind farm sites and their surrounding areas. A SAR checklist will also need to be completed in consultation with MCA, as per MGN 654 Annex 5 SAR requirements.	Reduction of emergency response capability (including SAR access) have been considered in the assessment of effects in Section 15.7 of Volume 1, Chapter 15 Shipping and Navigation . Additionally, compliance with MGN 654 has been considered as an embedded mitigation measure in Section 15.4.3 including the completion of a SAR Checklist post consent in consultation with the MCA.
		MGN 654 Annex 4 requires that hydrographic surveys should fulfil the requirements of the IHO Order 1a standard, with the final data supplied as a digital full density data set, and survey report to the MCA Hydrography Manager. Failure to report the survey or conduct it to Order 1a might invalidate the Navigational Risk Assessment if it was deemed not fit for purpose.	The project will comply with MGN 654 requirements including detailed and accurate hydrographic surveys (Section 15.4.3 of Volume 1, Chapter 15 Shipping and Navigation).
		On the understanding that the Shipping and Navigation aspects are undertaken in accordance with MGN 654 and its annexes, along with a completed MGN checklist, MCA is likely to be content with the approach	An NRA (Volume 2, Appendix 15.2 NRA) has been undertaken in compliance with MGN 654, noting that compliance with MGN 654 is considered as an embedded mitigation measure in Section 15.4.3 of Volume 1, Chapter 15 Shipping and Navigation . Additionally, Appendix 15.2 Navigational Risk Assessment includes the MGN 654 Checklist.

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
		MCA would like to also point out to the EMF effects of HVDC cables on ships magnetic compasses.	A compass deviation study will be undertaken pre-construction to confirm that compass deviations are acceptable as indicated in Section 15.6.1 of Appendix 15.2 Navigational Risk Assessment.
Trinity House	Scoping Opinion (02/08/2024)	Comprehensive vessel traffic analysis is required in accordance with MGN 654.	Vessel traffic surveys will be compliant with MGN 654 at ES stage. At the PEIR stage the summer 2023 vessel traffic survey will be supported by desk based AIS data. At ES stage, additional surveys undertaken in winter 2025 and summer 2025 will be used to characterise vessel movements, as noted in Section 15.13 of Volume 1, Chapter 15 Shipping and Navigation.
		The possible cumulative, in-combination and trans-boundary effects on shipping routes and patterns must be adequately assessed.	Cumulative, in-combination, and trans-boundary effects on shipping routes are assessed within the assessment of effects in Section 15.8 of Volume 1, Chapter 15 Shipping and Navigation.

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
		<p>We consider that this development will need to be marked with marine aids to navigation by the developer/operator in accordance with the general principles outlined in International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Guideline G1162 - The Marking of Offshore Man-Made Structures as a risk mitigation measure. In addition to the marking of the structures themselves, it should be borne in mind that additional aids to navigation such as buoys may be necessary to mitigate the risk posed to the mariner, particularly during the construction phase. All marine navigational marking, which will be required to be provided and thereafter maintained by the developer, will need to be addressed and agreed with Trinity House. This will include the necessity for the aids to navigation to meet the internationally recognised standards of availability and the reporting thereof.</p>	<p>Lighting and marking guidance will be adhered to and is acknowledged in the assessment methodology. Lighting and marking in compliance with IALA Guideline G1162 and in agreement with Trinity House is included as an embedded mitigation measure (Section 15.4.3 of Volume 1, Chapter 15 Shipping and Navigation).</p>
		<p>Assessment is required of impacts on existing aids to navigation, to include both offshore and shore based (where any cabling reaches landfall) aids to navigation.</p>	<p>Existing aids to navigation, both shore based and offshore, have been characterised as part of the baseline environment in Section 15.6.1.1 of Volume 1, Chapter 15 Shipping and Navigation and considered in the assessment of effects in Section 15.7.</p>

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
		A decommissioning plan, which includes a scenario where on decommissioning and on completion of removal operations an obstruction is left on site (attributable to the wind farm) which is considered to be a danger to navigation and which it has not proved possible to remove, should be considered. Such an obstruction may require to be marked until such time as it is either removed or no longer considered a danger to navigation, the continuing cost of which would need to be met by the developer/operator.	An Offshore Decommissioning Programme would be developed post-consent prior to the construction of the works and implemented at the time of decommissioning, based on the relevant guidance and legislation at the time and is included as an embedded mitigation measure in Section 15.4.3 of Volume 1, Chapter 15 Shipping and Navigation.
		The possible requirement for navigational marking of the export cables and the vessels laying them. If it is necessary for the cables to be protected by rock armour, concrete mattresses or similar protection which lies clear of the surrounding seabed, the impact on navigation and the requirement for appropriate risk mitigation measures needs to be assessed.	Lighting and marking of the Proposed Development and project vessel compliance with Flag State regulations are included as embedded mitigation measures in Section 15.4.3 of Volume 1, Chapter 15 Shipping and Navigation.
UK Chamber of Shipping	Dedicated Meeting (24/10/2024)	The Chamber was content with the vessel traffic data collection but suggested the addition of the Royal Yachting Association (RYA) Coastal Atlas to the baseline vessel traffic assessment, especially for the offshore ECC.	The RYA Coastal Atlas will be incorporated at ES stage, noting that coverage as far offshore as the DBD Array Area will be limited but will consider (where possible) the offshore ECC. This is acknowledged in Section 15.13 of Volume 1, Chapter 15 Shipping and Navigation.
		The Chamber agreed with the rationale of not undertaking a 12-month AIS assessment noting the coverage of additional AIS data.	Data sources are detailed in Section 15.5.2 of Volume 1, Chapter 15 Shipping and Navigation.

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
		The Chamber agreed with the approach to undertake the Hazard Workshop post-PEIR given the limited vessel traffic in the area of the Project.	A Hazard Workshop will be undertaken post PEIR and outcomes detailed in the ES, as indicated in Section 15.13 of Volume 1, Chapter 15 Shipping and Navigation.
MCA and Trinity House	Dedicated Meeting (28/10/2024)	The shared boundary with DBC may interfere with SAR activities, as if alignment of structures is not achievable with DBC, a setback may be required.	Reduction of emergency response capability due to increased incident rates and/ or reduced access for SAR responders is considered in the assessment of effects in Section 15.7 of Volume 1, Chapter 15 Shipping and Navigation. The final array layout will be agreed with MCA and Trinity House post consent and will comply with the requirements of MGN 654 including in relation to adjacent developments.
		The data collection was agreed suitable by both the MCA and Trinity House with Trinity House also confirming the vessel traffic survey data is representative of traffic in the area.	Data sources are detailed in Section 15.5.2 of Volume 1, Chapter 15 Shipping and Navigation.
		MCA requested vessel displacement and third-party collision risk to be ranked separately with clear distinction.	Vessel displacements and third-party collision risk due to vessel displacement are considered in the assessment of effects with risk rankings reflected separately in Section 15.7 of Volume 1, Chapter 15 Shipping and Navigation.

APPENDIX 15.1 CONSULTATION REPONSES FOR SHIPPING AND NAVIGATION

Stakeholder	Document / Meeting, Date	Comment	How and Where Addressed in the PEIR
		The MCA will require Very High Frequency (VHF) and AIS for the Project as part of the SAR checklist.	Compliance with MGN 654 – which requires the completion of the SAR Checklist post consent – is considered in the embedded mitigation measures in Section 15.4.3 of Volume 1, Chapter 15 Shipping and Navigation.
		Changes to DBC may be required in regard to lighting and marking but all decision and requirements will be finalised post consent but expect a working relationship between projects.	Lighting and marking of the Proposed Development is included as an embedded mitigation measure in Section 15.4.3 of Volume 1, Chapter 15 Shipping and Navigation and will include consideration of other developments where relevant post consent.
		Agreement with the Hazard Workshop occurring post-PEIR with MCA noting this is not the preferred method of delivering a Hazard Workshop but accepted under specific circumstances.	A Hazard Workshop will be undertaken post PEIR and outcomes detailed in the ES, as indicated in Section 15.13 of Volume 1, Chapter 15 Shipping and Navigation.
Sentinel Marine	Regular Operator Email Correspondence (18/02/2025)	The development of DBD will not affect us as it's at the East side. We pass to the West of the current development on our passages.	Regular Operator outreach is detailed in Section 4.2 of Volume 2, Appendix 15.2 Navigational Risk Assessment.
DFDS Seaways	Regular Operator Email Correspondence (29/01/2025)	Will reach out to vessels on associated routes for any comments.	Regular Operator outreach is detailed in Section 4.2 of Volume 2, Appendix 15.2 Navigational Risk Assessment.

List of Acronyms

Acronym	Definition
AIS	Automatic Identification System
DCO	Development Consent Order
DBC	Dogger Bank C Offshore Wind Farm
DSC	Digital Selective Calling
ECC	Export Cable Corridor
EMF	Electro-magnetic field
ERCoP	Emergency Response Cooperation Plan
ES	Environmental Statement
HVDC	High voltage direct current
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IHO	International Hydrographic Organisation
MCA	Maritime Coastguard Agency
MGN	Marine Guidance Note
MMO	Marine Management Organisation
NRA	Navigational Risk Assessment
OREI	Offshore Renewable Energy Installations
PEIR	Preliminary Environmental Information Report
RAM	Restricted in Her Ability to Manoeuvre
SAR	Search and Rescue
HF	Very High Frequency

References

Royal HaskoningDHV (2024). Dogger Bank D Scoping Report (Part 1 & 2). Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010144/EN010144-000069-EN010144%20%20Scoping%20Report%20-%20Part%201.pdf> & <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010144/EN010144-000070-EN010144%20%20Scoping%20Report%20-%20Part%202.pdf> [Accessed September 2024].

The Planning Inspectorate (2024). Scoping Opinion adopted by the Secretary of State on 02 August 2024. Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010144/EN010144-000071-EN010144%20%20Scoping%20Opinion.pdf> [Accessed September 2024].