Morecambe Offshore Windfarm: Generation Assets

Development Consent Order Documents

Volume 4

National Policy Statements Accordance Report

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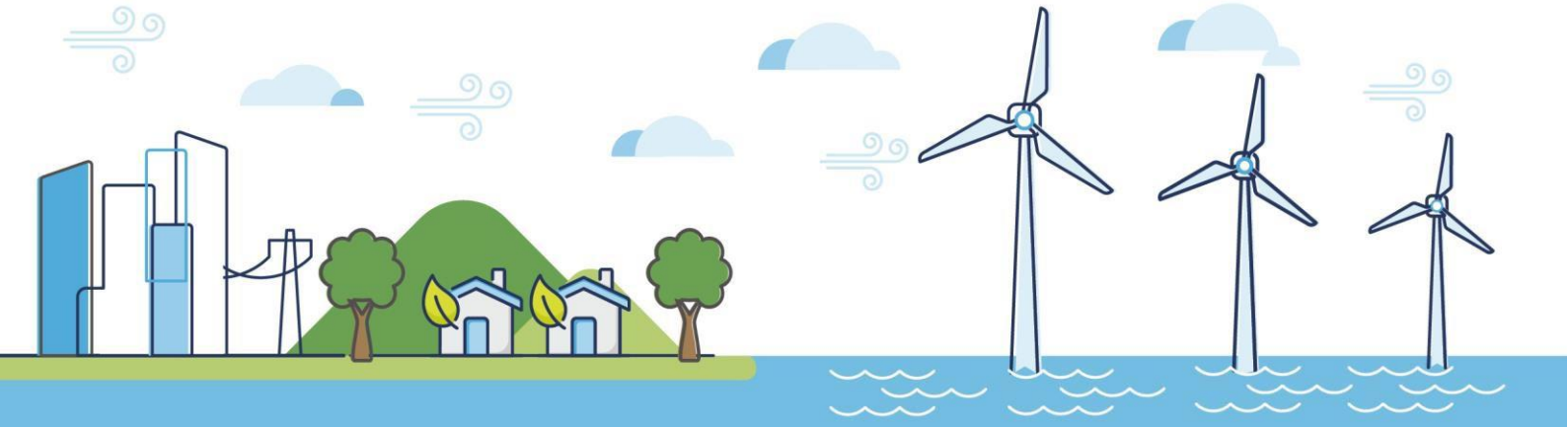

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Glossary of Acronyms

ADD	Acoustic Deterrent Devices
AEoI	Adverse Effect on Integrity
AEZ	Archaeological Exclusion Zone
AfL	Agreement for Lease
ALARP	As Low As Reasonably Practicable
AIS	Automatic Identification System
ANO	Air Navigation Order
AONB	Areas of Outstanding Natural Beauty
APFP	The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
AR	Allocation Round
AtoN	Aids to Navigation
BNG	Biodiversity Net Gain
BWM	The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention)
CA1	Calder Platform
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CBRA	Cable Burial Risk Assessment
CCRA	Climate Change Resilience Assessment
CCS	Carbon Capture and Storage
CEA	Cumulative Effects Assessment
Cefas	Centre for Environment, Fisheries and Aquaculture
CfD	Contract for Difference
CNP	Critical National Priority
CNS	Communications, Navigation and Surveillance
CRM	Collision Risk Model
COLREGS	International Convention for the Prevention of Collision at Sea
CO_2	Carbon Dioxide
CoS	Chamber of Shipping
CRNRA	Cumulative Regional Navigation Risk Assessment
CTV	Crew Transfer Vessel
DCO	Development Consent Order
DDC	Drop-down Camera
DEFRA	Department for Environment, Food and Rural Affairs

DESNZ	Department for Energy Security and Net-Zero
DfT	Department for Transport
DML	Deemed Marine Licence
DP3	South Morecambe Platform, also known as DP3
EA	Environment Agency
EA21	The Environment Act 2021
EEZ	Exclusive Economic Zone
EIA	Environmental Impact Assessment
EMF	Electromagnetic Field
EPP	Evidence Plan Process
EPS	European Protected Species
ERCoP	Emergency Response and Cooperation Plan
ES	Environmental Statement
ETG	Expert Topic Group
EU	European Union
FLCP	Fisheries Liaison and Co-existence Plan
FLOWW	Fishing Liaison with Offshore Wind and Wet Renewables Group
FSA	Formal Safety Assessment
GBBG	Great Black-Backed Gull
GHG	Greenhouse Gas Emissions
GVA	Gross Value Added
HAT	Highest Astronomical Tide
HE	Historic England
HNDR	Holistic Network Design Review
HRA	Habitats Regulations Assessment
IFP	Instrument Flight Procedure
IMC	Instrument Meteorological Conditions
IMO	International Maritime Organisation
INNS	Invasive Non-Native Species
IoM	Isle of Man
IoMSPC	Isle of Man Steam Packet Company
IPMP	In Principle Monitoring Plan
IROPI	Imperative Reasons of Overriding Public Interest
JNCC	Joint Nature Conservation Committee
LAT	Lowest Astronomical Tide
LBBG	Lesser Black-Backed Gull

LEA	Local Economic Area
LSE	Likely Significant Effect
LURB	Levelling-Up and Regeneration Bill
MAIB	Marine Accident Investigation Branch
MARPOL	The International Convention for the Prevention of Pollution from Ships
MCA	Maritime and Coastguard Agency
MCAA	The Marine and Coastal Access Act 2009
MCZ	Marine Conservation Zone
MCZA	Marine Conservation Zone Assessment
MGN	Marine Guidance Note
ML	Marine Licence
MMMP	Marine Mammal Mitigation Protocol
MMO	Marine Management Organisation
MNEF	Maritime Navigation Engagement Forum
MOD	Ministry of Defence
MPA	Marine Protected Areas
MPCP	Marine Pollution Contingency Plan
MPs	Marine Plans
MSA	Minimum Sector Altitudes
NATS	National Air Traffic Services
NERL	NATS En-route Limited
NGESO	National Grid Electricity System Operator
NOTAM	Notice to Airmen
NP	National Park
NPS	National Policy Statement
NRA	Navigational Risk Assessment
NSIP	Nationally Significant Infrastructure Project
NSN	National Site Network
NtM	Notice to Mariners
NWIFCA	North West Inshore Fisheries and Conservation Authority
NWMP	North West Marine Plan
OESEA4	Offshore Energy Strategic Environmental Assessment 4
Ofgem	Office of Gas and Electricity Markets
OGA	Oil and Gas Authority
OREI	Offshore Renewable Energy Installation

OSP(s)	Offshore Substation Platform(s)
OTNR	Offshore Transmission Network Review
OWEIP	Offshore Wind Environmental Improvement Package
OWES	Offshore Wind Environmental Standards
OWF	Offshore Windfarm
PA2008	The Planning Act 2008, as amended
PAD	Protocol for Archaeological Discoveries
PATP	Port Access and Transport Plan
PDE	Project Design Envelope
PEIR	Preliminary Environmental Information Report
PEMP	Project Environmental Management Plan
PEXA	Practice and Exercise Areas
PINS	The Planning Inspectorate
PSR	Primary Surveillance Radar
PTS	Permanent Threshold Shift
PVA	Population Viability Analysis
RAF	Royal Air Force
REWS	Radar Early Warning System
RIAA	Report to Inform Appropriate Assessment
RLoS	Radar Line of Sight
RNLI	Royal National Lifeboat Institute
ROV	Remote Operated Vehicle
RYA	Royal Yachting Association
SAC	Special Area of Conservation
SAR	Search and Rescue
SCI	Sites of Community Importance
SIP	Site Integrity Plan
SLVIA	Seascape, Landscape and Visual Impact Assessment
SMP	Shoreline Management Plans
SOLAS	Safety of Life at Sea
SoS	Secretary of State
SPA	Special Protection Area
SSC	Suspended Sediment Concentration
SSEP	Strategic Spatial Energy Plan
SSS	Side-scan Sonar
SSSI	Site of Special Scientific Interest

TEZ	Temporary Archaeological Exclusion Zone
TH	Trinity House
TTS	Temporary Threshold Shift
TWT	The Wildlife Trust
UK	United Kingdom
UKHO	UK Hydrographic Office
UXO	Unexploded Ordnance
VMC	Visual Meteorological Conditions
VTMP	Vessel Traffic Management Plan
WFD	Water Framework Directive
WSI	Written Scheme of Investigation
WTG	Wind Turbine Generator
ZoI	Zone of Influence
ZTV	Zone of Theoretical Visibility

Glossary of Unit Terms

cd	candela
CO_2e	Carbon Dioxide Equivalent
CO_2e/kWh	Carbon Dioxide Equivalent per Kilowatt-hour
°	degree
°C	degree Celsius
%	percent
£	Great British Pounds
GW	gigawatt
km	kilometre
km^2	square kilometre
kV	kilovolt
m	metre
m^2	square metre
m^3	cubic metre
Mt	million tonnes
MW	megawatt
nm	nautical mile

Glossary of Terminology

Applicant	Morecambe Offshore Windfarm Ltd
Application	This refers to the Applicant's application for a Development Consent Order (DCO). An application consists of a series of documents and plans which are published on the Planning Inspectorate's (PINS) website.
Agreement for Lease (AfL)	Agreements under which seabed rights are awarded following the completion of The Crown Estate (TCE) tender process.
Biologically relevant seasons	Defined time periods during the year where a species population will predominantly be present in a certain biogeographic area and/or exhibits particular behaviours in relation to the species' life cycle. Biologically relevant seasons, as defined by Furness (2015), include breeding, non-breeding, spring migration, autumn migration and winter. In many cases seasons will overlap, and not all seasons are relevant to all species.
Climate change impact	An impact from a climate hazard which affects the ability of the receptor to maintain its functions or purpose.
Climate change resilience	The ability of a project and its receptors to prepare for, respond to, recover from and adapt to changes in the climate in a manner that ensures it retains much of its original function and purpose.
Crustacean	An arthropod of the large, mainly aquatic group Crustacea, such as a crab, lobster, shrimp or barnacle.
Dead Wreck	Wrecks which have not been detected by repeated surveys and are therefore considered not to exist.
Demersal	Living on or near the seabed.
Diadromous	Migrating between fresh and salt water.
Elasmobranch	Any cartilaginous fish of the subclass Elasmobranchii which includes sharks, rays and skates.
Embodied emissions	Embodied (or embedded) carbon or emissions are the greenhouse gas emission associated with the manufacturing of construction or infrastructure materials (i.e., material extraction, material processing, transport to manufacturer, manufacturing) and the transport of those materials to the project site.
Environmental Net Gain	An approach to development that aims to leave the natural environment in a measurably better state than beforehand.
European sites	Designated nature conservation sites which include the National Site Network (designated within the UK) and Natura 2000 sites (designated in any European Union country). This includes candidate Special Areas of Conservation, Sites of Community Importance (SCI), Special Areas of Conservation (SAC) and Special Protection Areas (SPA).
Evidence Plan Process (EPP)	A voluntary consultation process with specialist stakeholders to agree the approach, and information to support, the Environmental Impact Assessment (EIA) and Habitats Regulations Assessment (HRA) for certain topics. The EPP provides a mechanism to agree the information required to be submitted to the Planning Inspectorate as part of the Development Consent Order (DCO) application. This function of the

	EPP helps Applicants to provide sufficient information in their application, so that the Examining Authority can recommend to the Secretary of State whether or not to accept the application for examination and whether an appropriate assessment is required.
Expert Topic Group (ETG)	A forum for targeted engagement with regulators and interested stakeholders through the EPP.
Fisherman's Fastener	An unidentified seabed obstruction reported by fishermen.
Generation Assets (the Project)	Generation assets associated with the Morecambe Offshore Windfarm. This is infrastructure in connection with electricity production, namely the fixed foundation wind turbine generators (WTGs), inter-array cables, offshore substation platform(s) (OSP(s)) and possible platform link cables to connect OSP(s).
Greenhouse effect	The greenhouse effect is the way that some of the heat from the sun is trapped close to the earth's surface by greenhouse gases.
Greenhouse gas (GHG)	A greenhouse gas is a gas that traps heat in the atmosphere and causes the greenhouse effect.
Instrument Flight Procedure (IFP)	An IFP is a published procedure used by aircraft flying in accordance with Instrument Flight Rules and is designed to facilitate safe and efficient aircraft operations. It is a description of a series of predetermined flight manoeuvres by reference to flight instruments, published by electronic and/or printed means.
Inter-array cables	Cables which link the WTGs to each other and the OSP(s).
Likely Significant Effect (LSE)	Meaning that there may be (as opposed to is likely to be) a significant effect of a proposal on the integrity of the site and its conservation objectives.
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 and of life at sea, and to prevent or minimise pollution from shipping.
Maritime archaeology	The remains of boats and ships and archaeological material associated with prehistoric and historic maritime activities.
Mollusc	An invertebrate of a large phylum which includes snails, slugs, mussels and octopuses. They have a soft unsegmented body and live in aquatic or damp habitats, and most kinds have an external calcareous shell.

Morgan and Morecambe Offshore Wind Farms: Transmission Assets	The transmission assets for the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm. This includes the OSP(s) [1], interconnector cables, Morgan offshore booster station, offshore export cables, landfall site, onshore export cables, onshore substations, 400kV cables and associated grid connection infrastructure such as circuit breaker infrastructure. Also referred to in this document as the Transmission Assets, for ease of reading.
Nacelle	The part of the turbine that houses all of the generating components.
Offshore export cables	The cables which bring electricity from the OSP(s) to the landfall.
Offshore substation platform(s)	A fixed structure located within the windfarm site, containing electrical equipment to aggregate the power from the WTGs and convert it into a more suitable form for export to shore.
Onshore export cables	The cables which would bring electricity from landfall to the onshore project substation and from the onshore project substation to a National Grid substation.
Onshore export cables	The cables which would bring electricity from landfall to the onshore project substation and from the onshore project substation to a National Grid substation.
Pelagic	Of, or relating to, the open sea, species living in the water column.
Permanent threshold shift	Physical or permanent auditory injury causing a permanent shift in the auditory threshold.
Platform link cable	An electrical cable which links one or more OSP(s).
Primary Surveillance Radar (PSR)	A radar system that measures the bearing and distance of targets using the detected reflections of radio signals.
Safety Zones	An area around a structure or vessel which should be avoided, as set out in Section 95 of the Energy Act 2004 and the Electricity (Offshore Generating Stations) (Safety Zones) (Application Procedures and Control of Access) Regulations 2007.
Scour protection	Protective materials to avoid sediment being eroded away from the base of the foundations due to the flow of water.
Seabed features	Features seen on the seafloor in the side-scan sonar (SSS) or multibeam bathymetry data which are interpreted to represent heritage assets, or potential heritage assets. Also includes magnetic anomalies

[1] At the time of writing the Environmental Statement (ES), a decision had been taken that the Offshore Substation Platforms (OSPs) would remain solely within the Generation Assets application and would not be included within the Development Consent Order (DCO) application for the Transmission Assets. This decision post-dated the Preliminary Environmental Information Report (PEIR) that was prepared for the Transmission Assets. The OSPs are still included in the description of the Transmission Assets for the purposes of this DCO document as the Cumulative Effects Assessment (CEA) carried out in respect of the Generation/Transmission Assets is based on the information available from the Transmission Assets PEIR.

	which may represent shallow buried ferrous material of archaeological interest.
Seabed features	Features seen on the seafloor in the side-scan sonar (SSS) or multibeam bathymetry data which are interpreted to represent heritage assets, or potential heritage assets. Also includes magnetic anomalies which may represent shallow buried ferrous material of archaeological interest.
Soft-start	The procedure used to commence piling at a lower hammer energy. The soft-start procedure consists of low-energy blows for 10 minutes which are immediately followed by ramp-up for 10 minutes.
Spawning	The act of releasing or depositing eggs (fish).
Study area	This is an area which is defined for each EIA topic which includes the offshore development area as well as potential spatial and temporal considerations of the impacts on relevant receptors. The study area for each EIA topic is intended to cover the area within which an effect can be reasonably expected.
Ramp-up	In the piling process, ramp-up forms the second part of the soft-start procedure and follows on from the initial low-energy blows. It comprises a 10-minute period of piling, starting at the low-energy blow level, and gradually increasing in hammer energy. The maximum hammer energy required (operational power for that specific pile) must not be reached within this 10-minute ramp-up period.
Technical stakeholders	Technical stakeholders are considered to be organisations with detailed knowledge or experience of the area within which the Project is located and/or receptors which are considered in the Environmental Impact Assessment (EIA) and Habitats Regulations Assessment (HRA). Examples of technical stakeholders include Marine Management Organisation, local authorities, Natural England, Royal Society for the Protection of Birds, Civil Aviation Authority (CAA), National Air Traffic Services (NATS) and Ministry of Defence (MOD).
Temporary threshold shift	Auditory injury causing a short-term shift in the auditory threshold.
Weather	Atmospheric conditions prevailing at specific moments in time or over short time periods, defined by climate variables such as temperature and precipitation.
Wind Turbine Generator (WTG)	A fixed structure located within the windfarm site that converts the kinetic energy of wind into electrical energy.
Windfarm site	The area within which the WTGs, inter-array cables, OSP(s) and platform link cables will be present.

MORECAMBE

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1 Introduction

1.1 About the Applicant

1. The Applicant is Morecambe Offshore Windfarm Ltd, a joint venture between Zero- E Offshore Wind S.L.U. (Spain) (a Cobra group company), and Flotation Energy Ltd (Flotation Energy).

2. With 80 years of experience, Cobra is a historically significant Group in the development of industrial infrastructure and service provision, and one of the key players in the renewable energy sector in Spain and Latin America. The Group possesses the capacity and determination to develop, build, and operate industrial and energy infrastructures that demand a high level of service, grounded in excellence in integration, technological innovation, and financial robustness. Their unrivalled knowledge and understanding of floating offshore wind developments is a significant advantage in delivering a high quality and efficient project, coupled with their commitment to environmental stewardship. Their experience as a major player in offshore wind is based on a 50MW project in operation and over 11.2GW under development.

3. Flotation Energy, headquartered in Edinburgh, Scotland, sits at the heart of the energy transition. It's determined to support the big switch to sustainable, clean and affordable energy through the application of innovative offshore wind technology. An ambitious offshore wind developer, Flotation Energy has a 13GW portfolio that covers both fixed and floating developments globally, with projects in the UK, Ireland, Taiwan, Japan and Australia. Whilst Flotation Energy develops projects independently, it also recognises the strategic value of partnership and collaboration to deliver proven, cost-effective solutions.

1.1 Purpose of this document

4. This document, **National Policy Statements Accordance Report** (Document Reference 4.14) forms part of the Development Consent Order (DCO) Application for the Project.

5. This document has been submitted in accordance with Section 37 of the Planning Act 2008 (PA2008) and Regulations 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (the APFP Regulations). This is one of a series of documents accompanying the application to assist the Secretary of State (SoS) in determining the DCO application.

6. This document assesses the overall accordance of the Project with the relevant National Policy Statements (NPSs). The NPSs are a suite of documents, setting out national policy for Nationally Significant Infrastructure Projects (NSIPs), including this Project.

7. Under Section 104(2) of the Planning Act 2008 (PA2008), the SoS must have regard to any NPS which has effect in relation to development of the description to which the application relates, in deciding the application.

8. NPSs provide the primary policy for decision-making by the SoS for energy developments that are nationally significant under the PA2008.

9. As the Project is a Nationally Significant Infrastructure Project (NSIP), development consent under Section 31 of the PA2008 must be obtained from the SoS to authorise it. An application for a DCO must be made to the SoS, care of The Planning Inspectorate (PINS), under Section 37 of the PA2008.

10. Two NPSs, formally designated on 17 January 2024, are relevant to the Project when assessing the DCO Application:

- NPS for Overarching Energy (EN-1)
- NPS for Renewable Energy (EN-3)

11. Section 104 of the PA2008 makes it clear that consent applications for NSIPs must be decided in accordance with any relevant NPS, unless certain specified exceptions apply.

12. Therefore, subject to the exceptions in Section 104 above and as stated in paragraph 4.1.3 of NPS EN-1 the SoS "should **start with a presumption in favour of granting consent** to applications for energy NSIPs. That presumption applies unless any more specific and relevant policies set out in the relevant NPSs clearly indicate that consent should be refused" (emphasis added).

13. In short, the presumption is in favour of applications that accord with any relevant NPSs, and the key test is to assess, on the balance of probabilities, whether the DCO application is in accordance with the relevant NPSs and should therefore be consented, unless certain specified exceptions (set out in full in section 3.1.1 of the **Planning Development Consent and Need Statement** (the 'Planning Statement' Document Reference 4.8) apply.

14. In addition, the newly designated NPS EN-1 in paragraph 3.3.62 establishes policy that "Government has concluded that there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure". Paragraph 4.2.5 of NPS EN-1 defines CNP projects as meaning, inter alia, "all onshore and offshore generation".

15. In deciding CNP NSIP applications, such as the Project, the policy as set out in paragraph 3.3.63 of NPS EN-1 is now that: "Subject to any legal requirements, the urgent need for CNP Infrastructure to achieving our energy objectives, together with the national security, economic, commercial, and net zero benefits, will in general outweigh any other residual impacts not capable of being addressed by application of the mitigation hierarchy. Government

strongly supports the delivery of CNP Infrastructure and it should be progressed as quickly as possible".

16. This document should be read in conjunction with the **Environmental Statement** (Document Reference 5.1.1 to 5.1.23) and the **Planning Statement** (Document Reference 4.8). The latter provides an overview of the relevant law, policy and guidance for this Project, and explains how the Project meets the various aspects of need set out in the NPS.

17. The following sections contain tables (**Table 2.1** to **Table 2.18**) that set out relevant sections of the NPS EN-1 and EN-3 and demonstrate the Project's accordance with these sections.

2 Accordance Table

2.1 EN-1 NPS Accordance Table

18. **Table 2.1** set out the Project's accordance with relevant general NPS EN-1 policies.

Table 2.1 Accordance with general NPS EN-1 policies

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Paragraph 1.3.13	The Planning Act 2008 enables the Secretary of State to issue a Development Consent Order that can make provision relating to, or to matters ancillary to, the development of the energy infrastructure NSIP. This may include, for example, the authorisation of tree lopping and the compulsory acquisition of land or rights over land.	The **draft DCO** (Document Reference 3.1) includes matters ancillary to the NSIP, in particular consent to operate a generating station, a deemed marine licence, and (as set out in Part 2 of Schedule 1 of the **draft DCO** (Document Reference 3.1)) ancillary works. The Project is entirely located in the marine environment and no land is required, therefore no powers of compulsory acquisition are sought.
Paragraph 1.6.3	The 2023 amendments will therefore have effect only in relation to those applications for development consent accepted for examination, after the designation of those amendments.	NPS EN-1 and EN-3 (November 2023 versions which incorporated these amendments) were designated on 17 January 2024, which was before the Applicant submitted this application and before it was accepted for examination. The November 2023 NPS EN-1 and EN3, which include the 2023 amendments, therefore, have effect in relation to this Project. The Applicant has referred to relevant sections of the 2023 amendments when preparing this application. As such, the Project can be considered to be in accordance with paragraph 1.6.3 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Section 2 Government policy on energy and energy infrastructure development		
Paragraph 2.1.2	The Government has committed to producing a Strategic Spatial Energy Plan (SSEP), to bridge the gap between Government policy and infrastructure development plans. This will be a high-level plan which will inform, and be informed by, more detailed individual plans (for example, the Centralised Strategic Network Plan for electricity networks). A more strategic approach to spatial planning is intended to make clearer the overall geographic requirements for the energy system and increase efficiency in the system, resulting in cheaper transmission costs for generators and consumers of electricity.	This policy is considered not relevant to the Project. The Applicant welcomes a strategic and spatial approach to coordinate infrastructure development. The Project predates the publication of the SSEP and, therefore, it cannot demonstrate compliance in the absence of publication of the SSEP.
Section 2.3 Meeting Net Zero		
Paragraph 2.3.3	Our objectives for the energy system are to ensure our supply of energy always remains secure, reliable, affordable, and consistent with meeting our target to cut GHG emissions to Net Zero by 2050, including through delivery of our carbon budgets and Nationally Determined Contribution. This will require a step change in the decarbonisation of our energy system.	The Objectives of the Project are: ▪ Decarbonisation: Generate around 480MW of low carbon electricity from an offshore windfarm, in support of the Net Zero by 2050 target and UK Government ambition to deliver 50GW of offshore wind by 2030 ▪ Security of supply: Provide significant electricity generation capacity within the UK to support commitments for offshore wind generation and security of supply ▪ Affordability: Maximise generation capacity at low cost to the consumer, from viable developable seabed, within the constraints of available sites and grid infrastructure ▪ Coordination: Coordinate and coexist with other activities, developers and operators to use previously developed

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		seabed to deliver the Project and its skills, employment and investment benefits in the Local Economic Area ▪ The Project will generate electricity from offshore wind, a renewable and clean resource. Offshore wind is a well-established form of energy generation in the United Kingdom (UK) and has been identified as one of the cleanest and most affordable forms of energy generation. The Project will deliver approximately 480MW of new offshore wind generating capacity. It will contribute meaningfully to the UK Government's ambition of decarbonising the power sector and transition towards Net Zero. The Project will also help to diversify the source of energy and reduce the UK's reliance on importing electricity and oil and gas from foreign sources. Further information regarding this Project's contributions to meeting the UK Government's energy objectives is in the **Planning Development Consent and Need Statement** (referred as the Planning Statement) (Document Reference 4.8), **Chapter 3 Policy and Legislation** of the Environmental Statement (ES) (Document Reference 5.1.3), **Chapter 2 Need for the Project** of the ES (Document Reference 5.12) and **Chapter 21 Climate Change** of the ES (Document Reference 5.1.21). As such, the Project can be considered to be in accordance with paragraph 2.3.3 of EN-1.
Section 2.5 Security of energy supplies		
Paragraph 2.5.1	Given the vital role of energy to economic prosperity and social well-being, it is important that our supplies of energy remain secure, reliable and affordable.	Please see the response under paragraph 2.3.3 of EN-1 in **Table 2.1** of this document.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Section 3 The need for new nationally significant energy infrastructure projects		
Secretary of State decision making		
Paragraph 3.2.3	It is not the role of the planning system to deliver specific amounts or limit any form of infrastructure covered by this NPS. It is for industry to propose new energy infrastructure projects that they assess to be viable within the strategic framework set by Government. This is the nature of a market-based energy system. With the exception of new coal or large-scale oil-fired electricity generation, the Government does not consider it appropriate for planning policy to set limits on different technologies but planning policy can be used to support the Government's ambitions in energy policy and other policy areas.	Two joint venture partners make up Morecambe Offshore Windfarm. Cobra is a historically significant Group in the development of industrial infrastructure and service provision, and one of the key players in the renewable energy sector in Spain and Latin America. Cobra has 80 years of experience in the development of industrial infrastructure and service provision including experience as a major player in offshore wind based on a 50MW project in operation and over 11.2GW under development. Flotation Energy has a 13GW portfolio that covers both fixed and floating developments globally, with projects in the UK, Ireland, Taiwan, Japan and Australia. Whilst Flotation Energy develops projects independently, it also recognises the strategic value of partnership and collaboration to deliver proven, cost effective solutions. The Applicant accepts the full commercial risks for delivering and operating the Project following its signing of The Crown Estate's (TCE's) Agreement for Lease in 2023. The Project is one of the preferred bidders of TCE Round 4 Leasing Bid. This Project is promoted by the offshore wind industry in response to strategic frameworks established by the UK Government and TCE. Further information is found in the **Planning Statement** (Document Reference 4.8) and **Chapter 5 Project Description** of the ES (Document Reference 5.1.5) As such, the Project can be considered to be in accordance with paragraph 3.2.3 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Paragraph 3.2.4	It is not the Government's intention in presenting any of the figures or targets in this NPS to propose limits on any new infrastructure that can be consented in accordance with the energy NPSs. A larger number of consented projects can help deliver an affordable electricity system, by driving competition and reducing costs within and amongst different technology and infrastructure types. Consenting new projects also enables projects utilising more advanced technology and greater efficiency to come forward. The delivery of an affordable energy system does not always mean picking the least cost technologies. A diversity of supply can aid in ensuring affordability for the system overall and relative costs can change over time, particularly for new and emerging technologies. It is not the role of the planning system to compare the costs of individual developments or technology types.	The Project will deliver around 480MW of new offshore wind generating capacity and will contribute meaningfully to the UK Government's ambition of clean, secure and affordable energy. Further information is in **Chapter 5 Project Description** (Document Reference 5.1.5). As such, the Project can be considered to be in accordance with paragraph 3.2.4 of EN-1.
Paragraph 3.2.5	The Government has other mechanisms to influence the delivery of its energy objectives and imposing limits on the consenting of different types of energy infrastructure would reduce competition, increase costs, and disincentivise newer, more efficient solutions coming forward. This does not reduce the need for individual projects to demonstrate compliance with planning and environmental requirements or mean that everything that obtains development consent will get built.	TCE's Round 4 Leasing process defined limited areas for the generation of electricity from offshore windfarms within which the Project design seeks to optimise the amount of electricity generation that can be achieved. On compliance with planning and environmental requirements the Project is subject to: ▪ Planning Act 2008 ▪ The Marine Coastal Access Act 2009 (MCAA) ▪ The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		▪ The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (APFP) ▪ The Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations) and The Conservation of Offshore Marine Habitats and Species Regulations 2017 (the Marine Habitats Regulations) The Project has also had regard to PINS Advice Notes, the Environment Act 2021 (EA21) and the Levelling-Up and Regeneration Bill 2023 (LURB). Compliance with planning and environmental requirements are demonstrated in the **Planning Statement** (Document Reference 4.8), **Marine Plan Policy Review** (Document Reference 4.7), M**arine Conservation Zone Assessment (MCZA) Report** (Document Reference 4.7), the Deemed Marine Licence (DML) in the **draft DCO** (Document Reference 3.1), the **Environmental Statement** (Document Reference 5.1.1 to 5.1.23), the **Report to Inform Appropriate Assessment (RIAA)** (Document Reference 4.9) and the **Habitats Regulations Assessment (HRA) Without Prejudice Derogation Case** (Document Reference 4.11). The policy and legislative context for the Project is set out in the Planning Statement (Document Reference 4.8 and **Chapter 3 Policy and Legislation** of the ES (Document Reference 5.1.3). As such, the Project can be considered to be in accordance with paragraph 3.2.5 of EN-1.
Paragraph 3.2.6	**The Secretary of State should assess all applications for development consent for the types of infrastructure covered by this NPS on the basis that the Government has demonstrated that there is a**	The Project meets the definition of a Critical National Priority (CNP) Project, as identified in Section 4.2 of EN-1 as being a low carbon energy generating technology.

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	need for those types of infrastructure which is urgent, as described for each of them in this Part. [Emphasis in bold is as added to paragraph 3.2.6 by the SoS, in approving EN-1].	The Project will generate around 480MW of electricity from offshore wind and will contribute to meeting the energy objectives of transitioning towards Net Zero, decarbonising the power sector and delivering a supply of energy that is secure, reliable, affordable, and consistent with meeting the target to cut greenhouse gas (GHG) emissions to Net Zero by 2050. Need established by NPS EN-1 follows the need established for offshore wind under the previous 2011 policy document. Given that the 2024 designated NPS EN-1 has recently been approved by the SoS in Parliament, and since the proposed Project is infrastructure covered by EN-1, there is an urgent need for the Project and there are no other relevant and important matters related to alternatives that would change the level of need or the urgency of that need. The need for the Project, and how this need accords with the aspects of need set out in NPS EN-1, is set out in Section 4 of the **Planning Statement** (Document Reference 4.8). As such, the Project can be considered to be in accordance with paragraph 3.2.6 of EN-1.
Paragraph 3.2.7	**In addition, the Secretary of State has determined that substantial weight should be given to this need when considering applications for development consent under the Planning Act 2008.** [Emphasis in bold is as added to paragraph 3.2.7 by the SoS, in approving EN-1].	Under the newly approved NPS EN-1, the requirement for meeting need through offshore wind development, such as the Project, carries substantial weight in the planning balance. In addition, there are no other important and relevant matters related to alternatives that would change this key NPS attribution of substantial weight being given to the need for the Project. Need for the Project and how this concurs with the aspects of need set out in NPS EN-1, is set out in Section 4 Project Need in the **Planning Statement** (Document Reference 4.8).

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EN-1		
		As such, the Project can be considered to be in accordance with paragraph 3.2.7 of EN-1.
Paragraph 3.2.8	**The Secretary of State is not required to consider separately the specific contribution of any individual project to satisfying the need established in this NPS.** [Emphasis in bold is as added to paragraph 3.2.8 by the SoS, in approving EN-1].	The need for the Project and the urgency of that need, as set out in paragraphs 3.2.6 and 3.2.7, as well as the substantial weight that should be attributed in the planning balance for the Project, apply regardless of any of the individual contributions to energy generation made by this Project. Paragraph 3.2.8 is a new policy for NPS EN-1 (the related policy in the now withdrawn 2011 NPS EN-1 stated that the decision maker "should give substantial weight to the contribution which projects would make towards satisfying this need"). Therefore, NPS EN-1 policy in paragraphs 3.2.6 and 3.2.7, which establish the need for the Project, and the urgency of that need, as well as the substantial weight that should be attributed to that need in the planning balance, apply regardless of the individual contribution to energy generation made by the Project. However, it remains important and relevant that the Project will deliver around 480MW of new offshore wind generating capacity and will contribute meaningfully to the 35GW shortfall in UK offshore wind generating capacity that is required to be installed by 2030 to meet the NPS EN-1 UK Government policy ambition to achieve 50GW of offshore wind capacity by 2030 and to its 2050 Net Zero target, as set out in **Section 4.3.3** of **Chapter 4 Project Need** in the **Planning Statement** (Document Reference 4.8) As such, the Project is considered to be in accordance with paragraph 3.2.8 of the EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
3.3 The need for new nationally significant electricity infrastructure		
Paragraph 3.3.1	Electricity meets a significant proportion of our overall energy needs and our reliance on it will increase as we transition our energy system to deliver our Net Zero target. We need to ensure that there is sufficient electricity to always meet demand; with a margin to accommodate unexpectedly high demand and to mitigate risks such as unexpected plant closures and extreme weather events.	The Project will deliver around 480MW of new offshore wind generating capacity and will contribute meaningfully to the UK Government's Net Zero by 2050 target and its ambition to achieve 50GW of offshore wind capacity by 2030, as set out in section 2.3 and in paragraph 3.3.21 of EN-1 respectively. The **Planning Statement** (Document Reference 4.8) sets out the detailed need case and balance of the Project. As such, the Project can be considered to be in accordance with paragraph 3.3.1 of EN-1.
Paragraph 3.3.21	As part of delivering this, UK Government announced in the British Energy Security Strategy, an ambition to deliver up to 50 gigawatts (GW) of offshore wind by 2030, including up to 5GW of floating wind, and the requirement in the Energy White Paper for sustained growth in the capacity of onshore wind and solar in the next decade.	Please see the response under paragraph 3.3.1 of EN-1 in **Table 2.1** of this document.
Paragraph 3.3.24	Applications for offshore wind above 100MW or solar above 50MW in England, or 350MW for either in Wales, will continue to be defined as NSIPs, requiring consent from the Secretary of State (see EN-3).	The Project is an offshore generating project, with a capacity greater than 100MW, in English waters. The Project, therefore, meets the definition of an NSIP, as defined by Sections 14(1)(a) and 15(3) of the PA2008. The Applicant is submitting a DCO application to PINS for determination by the SoS. As such, the Project can be considered to be in accordance with paragraph 3.3.24 of EN-1.
The need for new electricity networks		
Paragraph 3.3.71	For regions with multiple windfarms or offshore transmission projects it is expected that a more	Please see the response under paragraph 3.3.74 of EN-1 in **Table 2.1** of this document.

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	coordinated approach will be delivered. For these areas, this approach is likely to reduce the network infrastructure costs as well as the cumulative environmental impacts and impacts on coastal communities by installing a smaller number of larger connections, each taking power from multiple windfarms instead of individual point-to-point connections for each windfarm.	
Paragraph 3.3.74	The strategic approach to network planning, including the Holistic Network Design (HND) for onshore-offshore transmission, planned HND follow-on exercises and the proposed move to Centralised Strategic Network Planning for the onshore-offshore network, allows for clearer identification of needs and includes upfront consideration of environmental and community impacts. Government recognises the work undertaken in these strategic network planning exercises and these should be an important and relevant consideration in the consenting process. This recognition of the network designs seeks to directly support progress of projects identified within the designs as they are brought forward for consent. Further details are provided in Section 2.8 and 2.13 of EN-5.	The Morecambe Offshore Windfarm and the Morgan Offshore Wind Project were scoped into the 'Pathways to 2030' workstream, under the Offshore Transmission Network Review (OTNR). The OTNR aims to consider, simplify, and wherever possible, facilitate a collaborative approach to offshore wind projects connecting to the National Grid. Under the OTNR, the National Grid Electricity System Operator (NGESO) is responsible for assessing options to improve the coordination of offshore wind generation connections and transmission networks and has undertaken a Holistic Network Design Review (HNDR). In July 2022, the UK Government published the '*Pathway to 2030 Holistic Network Design'* documents, which sets out the approach to connecting 50GW of offshore wind to the National Grid (NGESO, 2022). A key output of the HNDR process was the conclusion that the Morecambe Offshore Windfarm (the Project) and the Morgan Offshore Wind Project would connect their separate windfarms to the National Grid electricity transmission network at Penwortham, in Lancashire. The Applicant was involved in this process and supports this decision.

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		Given the Project's Coordination Objective (and its Synergies and Reuse Design principle) and this output from the HNDR, the applicants for both the Morecambe Offshore Windfarm (the Project) and the Morgan Offshore Wind Project, are working collaboratively to jointly seek a single consent for a single Transmission Assets project, known as the 'Morgan and Morecambe Offshore Wind Farms: Transmission Assets', which comprises the Transmission Assets to enable export of electricity from both projects to the National Grid connection point. This would include shared offshore export cable corridors, their landfall arrangements, shared onshore export cable corridors to new onshore substations, and onward connection to the National Grid electricity transmission network at Penwortham, in Lancashire. The Project, therefore, has followed the strategic approach that was informed by the HNDR. Further information is in the **Planning Statement** (Document Reference 4.8) and **Chapter 5 Project Description** (Document Reference 5.1.5) As such, the Project can be considered to be in accordance with paragraph 3.3.74 of EN-1.
Paragraph 3.3.75	The final Phase 1 report for National Grid ESO's Offshore Coordination Project (published December 2020) found that a more integrated approach to offshore transmission, which included efficient planning of the onshore network, could deliver consumer benefits of up to £6 billion by 2050, depending on how quickly it could be implemented. It also found that the number of new electricity infrastructure assets, including cables and onshore landing points could be reduced by up to 50 per cent over the same period, significantly reducing	Please see the response under paragraph 3.3.74 of EN-1 in **Table 2.1** of this document.

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	environmental impacts and impacts on coastal communities.	
Paragraph 3.3.77	Offshore wind and multi-purpose interconnector projects may have several consenting links: offshore wind and multi-purpose interconnector projects may be consented separately, and it is likely that development consent applications for offshore wind or multi-purpose interconnector projects may not include an application for consent for the full chain of consents (including connection to the grid). However, development consent applications should include details of how connected infrastructure will be consented, how cumulative impacts will be assessed and whether any necessary consents, permits and licences have been obtained.	The Project relates to the Generation Assets only. As described in the response under paragraph 3.3.74 of EN-1 above, a separate project, The Morgan and Morecambe Offshore Wind Farms: Transmission Assets project, will be seeking development consent for the offshore and onshore assets for transmitting electricity generated from the Project and from the Morgan Offshore Wind Project. A separate application for development consent for the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project is expected to be submitted to PINS in 2024. The **Planning Statement** (Document Reference 4.8) and **Chapter 1 Introduction** (Document Reference 5.1.1) set out how the connected infrastructure (the Project and the Morgan and Morecambe Offshore Wind Farms: Transmission Assets) will be consented. **Chapter 23 Summary: Generation and Transmission Assets Assessment** of the ES (Document Reference 5.1.23) summarises the effects alone, and the cumulative effects, of the Project and the Morgan and Morecambe Offshore Wind Farms: Transmission Assets. The methodology for undertaking cumulative impacts for each topic has been agreed upon with technical stakeholders during the pre-application phase. The full cumulative assessment can be found in the ES. A summary of engagement with technical stakeholders is in the **Consultation Report** (Document Reference 4.1). The methodology for cumulative assessment is found in **Chapter 6 EIA Methodology** (Document Reference 5.1.6) and the results are in **Chapters 7** to **23** of the ES (Document Reference 5.1.7 to 5.1.23).

Paragraph Reference	NPS Policy	Accordance with the NPS
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		As such, the Project can be considered to be in accordance with paragraph 3.3.77 of EN-1.
Section 4 Assessment Principles		
Section 4.1 General Policies and Considerations		
Paragraph 4.1.5	In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account: ▪ its potential benefits including its contribution to meeting the need for energy infrastructure, job creation, reduction of geographical disparities, environmental enhancements, and any long- term or wider benefits. ▪ its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy.	The potential benefits of the Project are discussed in the **Planning Statement** (Document Reference 4.8)**, Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.3.20), **Environmental Benefit and Net Gain Statement** (Document Reference 4.4) and the **Outline Skills and Employment Plan** (Document Reference 6.11). The **Environmental Statement** (Document Reference 5.1.1 to 5.1.23) has assessed all agreed topics and the interrelated effects among different impacts on different receptors. The **Schedule of Mitigation** (Document Reference 5.5), lists all the mitigation and commitments proposed in the ES and, therefore, established for the Project. The **Schedule of Mitigation** (Document Reference 5.5) identifies where in the **draft DCO** (Document Reference 3.1) and other application documents specific measures have been secured. As such, the Project can be considered to be in accordance with paragraph 4.1.5 of EN-1.
Paragraph 4.1.19	This means that only applications which are fully prepared and comprehensive can be accepted for examination, enabling them to be properly assessed by the Examining Authority and leading to a clear recommendation report to the Secretary of State	The Applicant consulted technical stakeholders and communities extensively. The first consultation (non-statutory) was held in 2022. A second, statutory consultation, lasting 47 days, was run from 19 April to 4 June 2023. During this period, the Project ran several drop-in consultation events along the coastal communities of the Irish Sea, including:

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		▪ Blackpool, Lytham St Annes, Penwortham and Preston in Lancashire, England ▪ Southport, in Merseyside, England ▪ Douglas and Ramsey, on the Isle of Man (IoM) ▪ St Asaph and Abergele, in Denbighshire, Wales ▪ Bodelwyddan, in Rhyl, Wales ▪ Smaller pop-up events were held at Llandudno, Rhyl, Amlwch, Barrow-in-Furness, Fleetwood, Preston, Formby and Wallasey. Additionally, an online webinar was held on 16 May 2023. All consultation materials were made available publicly online for download, including the Consultation Brochure, Statement of Community Consultation (SoCC), Section 48 notice and the Project Preliminary Environmental Information Report (PEIR). Additionally, consultation materials were made available at various deposit locations on the IoM, North Wales and North West England. The Applicant also held a series of Expert Topic Group (ETG) meetings with statutory stakeholders covering topics in Offshore Ornithology, Marine Mammals, Fish and Shellfish Ecology, Benthic Ecology, Physical Processes, Marine Sediment and Water Quality, Historic Environment and Seascape, Landscape and Visual Impact Assessment (SLVIA). The Applicant has also met with representatives of existing oil and gas operators, offshore wind developers and extensive shipping and navigation stakeholders, including ferry operators, in the Irish Sea, in addition to aviation

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		stakeholders and various fishing industry representatives from England, Wales and Northern Ireland. Further information is in the **Consultation Report** (Document Reference 4.1), **Consultation Report Appendices Part 1 (A to C)** (Document Reference 4.1.1), **Consultation Report Appendices Part 2 (D)** (Document Reference 4.1.2), **Consultation Report Appendices Part 3 (E to H)** (Document Reference 4.1.3) and **Consultation Report Appendices Part 4 (I)** (Document Reference 4.1.4). The Applicant has also consulted and complied with PINS NSIP Advice Notes, including Advice Note Six: preparation and submission of application documents, to ensure the content of the application is also fully prepared and comprehensive. The Applicant has completed a **Draft Section 55 Checklist** (Document Reference 1.4) as part of the DCO application. As such, the Project can be considered to be in accordance with paragraph 4.1.19 of EN-1.
Paragraphs 4.1.21 and 4.1.22	In deciding to bring forward a proposal for infrastructure development, the applicant will have made a judgement on the financial and technical viability of the proposed development, within the market framework and taking account of government interventions. Where the Secretary of State considers that the financial viability and technical feasibility of the proposal has been properly assessed by the applicant, it is unlikely to be of relevance in Secretary of State decision making (any exceptions to this principle are dealt with where they arise in this, or other energy NPSs, and the reasons why	The Crown Estate (2019) stated that the areas of the Round 4 agreements for lease were selected as *"the strongest opportunities for new offshore wind leasing development, on the basis that they are technically feasible, contain large areas of available resource, and offer lower levels of consenting constraint".* TCE (TCE 2019) also confirmed that its Round 4 process *"will evaluate both the technical and financial capability of Bidders, and assess their proposed projects, before using option fees to determine final project award".* The technical and financial viability of the Project, having been evaluated by TCE in this way, and the Project having successfully been awarded an Agreement for Lease for the area within the Order Limits, has therefore been properly

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	financial viability or technical feasibility is likely to be of relevance explained).	assessed in the terms described in paragraphs 4.1.21 and 4.1.22. Therefore, financial viability and technical feasibility have been properly assessed and are unlikely to be of relevance, particularly as no exceptions to this principle applying to offshore wind are included in the NPSs. As such, the Project can be considered to be in accordance with paragraphs 4.1.21 and 4.1.22 of EN-1.
Section 4.2 The critical national priority for low carbon infrastructure		
Paragraphs 4.2.4 and 4.2.5	Government has therefore concluded that there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure. This does not extend the definition of what counts as nationally significant infrastructure: the scope remains as set out in the Planning Act 2008. Low carbon infrastructure for the purposes of this policy means: for electricity generation, all onshore and offshore generation that does not involve fossil fuel combustion (that is, renewable generation, including anaerobic digestion and other plants that convert residual waste into energy, including combustion, provided they meet existing definitions of low carbon; and nuclear generation), as well as natural gas fired generation which is carbon capture ready.	The **Planning Statement** (Document Reference 4.8) demonstrates how the Project meets the critical and urgency need case for delivering CNP. The Project meets the definition of low carbon infrastructure, being an offshore generation development that does not involve fossil fuel combustion. Further information is also in **Chapter 5 Project Description** (Document Reference 5.1.5) As such, the Project can be considered to be in accordance with paragraphs 4.2.4 and 4.2.5 of EN-1.
Applicant's assessment		
Paragraph 4.2.12	Applicants should set out how residual impacts will be compensated for as far as possible. Applicants should also set out how any mitigation or compensation measures will be monitored and reporting agreed to	The Applicant has prepared a **Schedule of Mitigation** (Document Reference 5.5) summarising all of the mitigation measures and commitments established for the Project and identifying where in the **draft DCO** (Document Reference 3.1)

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	ensure success and that action is taken. Changes to measures may be needed e.g. adaptive management. The cumulative impacts of multiple developments with residual impacts should also be considered.	and other application documents specific measures have been secured. The **Report to Inform Appropriate Assessment** (RIAA) (Document Reference 4.9) and the **Habitats Regulations Assessment (HRA) Without Prejudice Derogation Case** (Document Reference 4.11) respectively identify and set out compensatory measures should the Secretary of State deem them necessary for any Adverse Effects on Integrity (AEoI) (including in combination effects) of the National Site Network (NSN). The **In-Principle Monitoring Plan (IPMP)** (Document Reference 6.4) sets out a monitoring and reporting schedule to validate and confirm the success of mitigation measures, as required and as appropriate, with technical stakeholders. The cumulative impacts of the Project with other developments are considered in all topic chapters of the ES (**Chapters 7-22** - Document Reference 5.1.7 - 5.1.22), and **Chapter 23 Summary: Generation and Transmission Assets Assessment** (Document Reference 5.1.23) summarises the effects and cumulative effects of the Project and the Morgan and Morecambe Offshore Wind Farms: Transmission Assets. As such, the Project can be considered to be in accordance with paragraph 4.2.12 of EN-1.
Paragraph 4.2.13	Where residual impacts relate to HRA or MCZ sites then the Applicant must provide a derogation case, if required, in the normal way in compliance with the relevant legislation and guidance.	The Project does not have residual impacts on MCZ sites, as set out in the **MCZA Report** (Document Reference 4.13). The **RIAA** (Document Reference 4.9) has determined that for the Project alone there are no AEoI of any European sites and the Project would not make any measurable contribution to in-combination effects. However, the Applicant has prepared a **Habitats Regulations Assessment (HRA) Without Prejudice Derogation Case** (Document Reference 4.11) for lesser black-backed gull (LBBG) features of the Morecambe

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		Bay and Duddon Estuary SPA and/or the Ribble and Alt Estuaries SPA in the event that the SoS does not conclude the Project has AEoI. These additional features and their compensatory measures are on a '*without prejudice'* basis. Please also refer to the response under paragraph 4.2.19 of EN-1 in **Table 2.1** of this document. As such, the Project can be considered to be in accordance with paragraph 4.2.13 of EN-1.
Paragraph 4.2.15	Where residual non-HRA or non-MCZ impacts remain after the mitigation hierarchy has been applied, these residual impacts are unlikely to outweigh the urgent need for this type of infrastructure. Therefore, in all but the most exceptional circumstances, it is unlikely that consent will be refused on the basis of these residual impacts. The exception to this presumption of consent are residual impacts onshore and offshore which present an unacceptable risk to, or unacceptable interference with, human health and public safety, defence, irreplaceable habitats or unacceptable risk to the achievement of Net Zero. Further, the same exception applies to this presumption for residual impacts which present an unacceptable risk to, or unacceptable interference offshore to navigation, or onshore to flood and coastal erosion risk.	The Project alone would have no residual non-HRA or non-MCZ adverse effects, after applying mitigation measures, except in relation to seascape and landscape effects which would be contained within the areas of the Fylde and Sefton coasts and would not result in significant effects on the perceived landscape character, which is extensively urbanised. In relation to cumulative effects of the Project with other plans and projects there would be significant non-HRA and non-MCZ adverse effects on commercial fisheries, great black-backed gulls and on shipping and navigation routeing (noting no significant navigation safety risks have been identified). In the planning balance on these effects therefore, CNP policy would weigh in favour of the Project in the way described in paragraph 4.2.15. There would also be no unacceptable risk to, or unacceptable interference with, human health and public safety, defence, irreplaceable habitats or unacceptable risk to the achievement of Net Zero as a result of the Project, or unacceptable risk to, or unacceptable interference offshore to navigation, or onshore to flood and coastal erosion risk, and therefore this exception to CNP would not apply, and furthermore the

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		Project alone and cumulatively would have significant beneficial effects on human health. The **Schedule of Mitigation** (Document Reference 5.5) summarises all mitigation measures and commitments established for the Project and identifies where in the **draft DCO** (Document Reference 3.1) and other application documents specific measures have been secured. As such, the Project can be considered to be in accordance with paragraph 4.2.15 of EN-1.
HRA derogations and MCA assessments for CNP infrastructure		
Paragraph 4.2.19	Where, following Appropriate Assessment, CNP Infrastructure has residual adverse impacts on the integrity of sites forming part of the UK national site network, either alone or in combination with other plans or projects, the Secretary of State will consider making a derogation under the Habitats Regulations.	The Round 4 Plan Level HRA (TCE, 2022) concluded that "the Round 4 Plan would not adversely affect the integrity to Morecambe Bay Ramsar, Duddon Estuary Ramsar & Morecambe Bay and Duddon Estuary SPA, alone or in-combination with other plans and projects". The **RIAA** (Document Reference 4.9) concludes that, in relation to the LBBG feature of the Morecambe Bay and Duddon Estuary SPA and Ramsar site and the Ribble and Alt Estuaries SPA and Ramsar site, that an AEoI would not occur for Project alone and there would be no measurable contribution of the Project to in-combination effects. However, the Applicant has prepared a **HRA Without Prejudice Derogation Case** (Document Reference 4.11) for the LBBG feature of the Morecambe Bay and Duddon Estuary SPA and Ramsar site and Ribble and Alt Estuaries SPA and Ramsar site, for consideration in the event that the SoS does not conclude the Project has no AEoI with respect to this receptor. The Applicant has followed the HRA process, setting out that there are no alternative solutions, and that there are Imperative Reasons of Overriding Public Interest (IROPI) for

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		the Project, and a list of compensatory measures in respect of the LBBG feature within the National Site Network has been developed (Document Reference 4.11). The Applicant's approach to the HRA Without Prejudice Derogation Case follows the SoS's decisions for other made DCOs, including: Hornsea Project Three, Hornsea Project Four, East Anglia ONE North, East Anglia TWO, Norfolk Boreas and Norfolk Vanguard and Sheringham and Dudgeon Extension. Further information is in the **Consultation Report** (Document Reference 4.1), **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12), **HRA Without Prejudice Derogation Case** (Document Reference 4.11) and the **RIAA** (Document Reference 4.9). See also the without prejudice schedule to the **draft DCO** (Document Reference 3.1) securing compensation. As such, the Project can be considered to be in accordance with paragraph 4.2.19 of EN-1.
Paragraph 4.2.20	Similarly, if during an MCZ assessment, CNP Infrastructure has residual impacts which significantly risk hindering the achievement of the stated conservation objectives for the MCZ, the Secretary of State will consider making a derogation under section 126(7) of the Marine and Coastal Access Act 2009.	This paragraph is not relevant to the Project. As demonstrated in the **MCZ Assessment** (Document Reference 4.13) the Project does not have any residual impacts which hinder the objectives of MCZ sites.
Paragraph 4.4.21	For HRAs, where an applicant has shown there are no deliverable alternative solutions, and that there are IROPI, compensatory measures must be secured by the Secretary of State as the competent authority, to offset the adverse effects to site integrity as part of a derogation. For MCZs, where an applicant has shown	Please see the response under paragraphs 4.2.19 and 4.2.20 of EN-1 in **Table 2.1** of this document.

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	there are no other means of proceeding which would create a substantially lower risk, and the benefit to the public outweighs the risk of damage to the environment, the Secretary of State must be satisfied that measures of equivalent environmental benefit will be undertaken.	
Section 4.3 Environmental Effects/Considerations		
Secretary of State decision making		
Paragraph 4.3.18	The Secretary of State should consider the worst-case impacts in its consideration of the application and consent, providing some flexibility in the consent to account for uncertainties in specific project details.	This application establishes the worst-case effects of the Project, based on the maximum parameters to which the Project could be built under the proposed consent. This ensures that, regardless of the final design, as long as it remains within the parameters, the environmental effects will have already been fully assessed and will have already been taken into account in the decision-making process. The Applicant has adopted a Project Design Envelope (PDE) parameter-based approach and not all details are known at the time of submitting the DCO application for the Project. The PDE approach is well established in the windfarm industry and consistent with PINS Advice Note Nine: Rochdale Envelope. Further information is in **Chapter 5 Project Description** (Document Reference 5.1.5), **Chapter 6 EIA Methodology** (Document Reference 5.1.6) and the **Planning Statement** (Document Reference 4.8). See also Schedule 1 of the **draft DCO** (Document Reference 3.1) and the relevant requirements securing maximum parameters. As such, the Project can be considered to be in accordance with paragraph 4.3.18 of EN-1.

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Paragraph 4.3.19	The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place.	The Applicant has prepared an **Environmental Statement (ES)** (Document Reference 5.1.1 to 5.1.23) for this Project, which has been submitted in support of the DCO application. The ES has assessed all relevant topics, as agreed with PINS and ETGs at the pre-application stage and scoped in for assessment. **Chapter 6 EIA Methodology** (Document Reference 5.1.6) documents the process for assessing the Project's environmental effects. Each topic Chapter considers the effects of the Project alone and the cumulative effects with other plans and projects, and the interrelationship of effects with other topics. **Chapter 23 Summary: Generation and Transmission Assets Assessment** (Document Reference 5.1.23) summarises the cumulative effects of the Project with the Transmission Assets. The Applicant has summarised all mitigation measures for all topics in the **Schedule of Mitigation** (Document Reference 5.5) which also identifies where in the **draft DCO** (Document Reference 3.1) and other application documents specific measures have been secured. Further information on the consultation process with the ETGs, undertaken through the Evidence Plan Process (EPP), and the targeted technical consultation are in the **Consultation Report** (Document Reference 4.1) As such, the Project can be considered to be in accordance with paragraph 4.3.19 of EN-1.
Paragraph 4.3.24	The Secretary of State should not refuse an application for development on one site simply because fewer adverse impacts would result from developing similar infrastructure on another suitable site, and should have	The Applicant has undertaken site selection through an iterative process and assessed alternatives to identify the location and extent of the windfarm site. The Applicant has engaged with technical stakeholders and responded to their

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	regard as appropriate to the possibility that all suitable sites for energy infrastructure of the type proposed may be needed for future proposals	comments on refining the boundary of the windfarm site, with regard to minimising impacts on other marine users and on the environment. A full description of the site selection process is in the **Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4), with stakeholders' comments in the **Consultation Report** (Document Reference 4.1). As such, the Project is considered to be in accordance with paragraph 4.3.24 of EN-1.
Section 4.5 Marine Considerations		
Secretary of State decision making		
Paragraph 4.5.8	Applicants for a Development Consent Order must take account of any relevant Marine Plans and are expected to complete a Marine Plan assessment as part of their project development, using this information to support an application for development consent.	The Applicant has submitted a **Marine Plan Policy Review** (Document Reference 4.7) in support of the DCO application, which demonstrates the Project's compliance with the North West Marine Plan (NWMP). As such, the Project can be considered to be in accordance with paragraph 4.5.8 of EN-1.
Paragraph 4.5.9	Applicants are encouraged to refer to Marine Plans at an early stage, such as in pre-application, to inform project planning, for example to avoid less favourable locations as a result of other uses or environmental constraints.	The Applicant took account of the NWMP in the pre-application stage, as well as engaging with and seeking comments from the Marine Management Organisation (MMO), covering various topics affecting the marine environment. The site selection process has avoided any overlapping of the Project windfarm site with any Marine Protected Area (MPA). Further information is found in **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4), the **Marine Plan Policy Review** (Document Reference 4.7) and the **Consultation Report** (Document Reference 4.1).

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		As such, the Project can be considered to be in accordance with paragraph 4.5.9 of EN-1.
Section 4.6 Environmental and Biodiversity Net Gain		
Paragraph 4.6.1	Environmental net gain is an approach to development that aims to leave the natural environment in a measurably better state than beforehand. Projects should therefore not only avoid, mitigate and compensate harms, following the mitigation hierarchy, but also consider whether there are opportunities for enhancements.	Please see response to Paragraphs 4.6.13 and 4.6.15 of EN-1 in **Table 2.1** of this document.
Paragraph 4.6.3	Currently biodiversity net gain policy in England only applies to terrestrial and intertidal components of projects. Principles for Marine Net Gain are currently being rolled out by the Government, who will provide guidance in due course. There are provisions in the Environment Act 2021 to allow Marine Net Gain to be made mandatory for NSIPs in the future.	The Environment Act 2021 sets out a legal framework obliging terrestrial projects seeking consent under the Town and Country Planning Act 1990 to achieve a specified level of Biodiversity Net Gain (BNG) to their projects and plans. However, these requirements are not yet in place for terrestrial NSIPs or any marine projects. The Project is entirely offshore in any event and therefore biodiversity net gain policy does not apply. The Applicant recognises Marine Net Gain (MNG) as an emerging policy that could be applicable to NSIP projects in the future. There is no proposed implementation date for MNG requirements, or clarity on whether MNG will be mandatory and how it could be delivered. The Department for Environment, Food and Rural Affairs (Defra) recently published the results of a 'first principles' December 2023 public consultation on the concepts of MNG, including definition, scope, potential interventions and issues around additionality. Given the current timescale it is unlikely that there will be any formalisation of the requirement for the delivery of MNG within the DCO determination timeframe of

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		the Project. However, the Applicant is committed to engaging positively with ENG initiatives, as set out in Section 3 of the **Environmental Benefit and Net Gain Statement** (Document Reference 4.4). In addition, a key principle of the mitigation hierarchy applied by the Project is that any adverse effects be avoided, minimised and mitigated, in that order of priority, to reduce environmental impacts as far as reasonably possible. As such, the Project can be considered to be in accordance with paragraph 4.6.3.
Paragraph 4.6.6	Energy NSIP proposals, whether onshore or offshore, should seek opportunities to contribute to and enhance the natural environment by providing net gains for biodiversity, and the wider environment where possible.	The Project would enhance the natural environment contributing to the mitigation of climate change and thus the effects it is having on future biodiversity in the UK, as set out in Section 6 of the **Planning Statement** (Document Reference 4.8) as a Project benefit to be taken into account under paragraph 4.1.5 of NPS EN-1. The Applicant has provided and will continue to seek opportunities to provide benefits to the local natural environment. Further information is found in the **Environmental Benefit and Net Gain Statement** (Document Reference 4.4). As such, the Project can be considered to be in accordance with paragraph 4.6.6.
Paragraph 4.6.10	Biodiversity net gain should be applied after compliance with the mitigation hierarchy and does not change or replace existing environmental obligations, although compliance with those obligations will be relevant to the question of the baseline for assessing net gain and if they deliver an additional enhancement beyond meeting	This policy is considered not relevant to the Project. The Project is entirely offshore and therefore BNG does not apply to the Project.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
	the existing obligation, that enhancement will count towards net gain.	
Paragraph 4.6.11	Biodiversity net gain can be delivered onsite or wholly or partially off-site. We encourage details of any off-site delivery of biodiversity net gain to be set out within the application for development consent.	This policy is considered not relevant to the Project. The Project is entirely offshore and therefore BNG does not apply to the Project. Please see the response under paragraphs 4.6.3 and 4.6.6 and 4.6.10 of EN-1 in **Table 2.1** of this document.
Paragraph 4.6.13	In addition to delivering biodiversity net gain, developments may also deliver wider environmental gains and benefits to communities relevant to the local area, and to national policy priorities, such as: ▪ reductions in GHG emissions ▪ reduced flood risk ▪ improvements to air or water quality, ▪ climate adaptation, ▪ landscape enhancement ▪ increased access to natural greenspace, or ▪ the enhancement, expansion or provision of trees and woodlands The scope of potential gains will be dependent on the type, scale, and location of specific projects. Applicants should look for a holistic approach to delivering wider environmental gains and benefits through the use of nature-based solutions and Green Infrastructure.	The Project will have a significant wider environmental gain in relation to GHG emissions savings as part of a significant beneficial effect in climate change terms, as established by **Chapter 21 Climate Change** (Document Reference 5.1.21), including from the saving of around 36 Million tonnes (Mt) of CO_2e, through displacement of demand from traditional non-renewable fuels, or 1.03 Mt CO_2e per year, consistent with accepted levels of emissions from non-renewable electricity generation, as also set out in the **Planning Statement** (Document Reference 4.8). The Project would also have benefits to communities relevant to the local area including wider societal public health and economic and employment benefits and is seeking opportunities to provide benefit to the environment and locally (separate from, and additional to, compensation plans being considered under the Habitats Regulations Assessment). For example, the Project has contributed resources to the Fylde Sand Dunes Project, which is a project, led by TWT and the EA. Please see Chapter 4 Project Need in the **Planning Statement** (Document Reference 4.8), the **Environmental Benefit and Net Gain Statement** (Document Reference 4.4),

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		Chapter 19 Human Health (Document Reference 5.1.19) and **Chapter 20 Socio-economics Tourism and Recreation** (Document Reference 5.1.2) for further detail. As such, the Project can be considered to be in accordance with paragraph 4.6.13 of EN-1.
Paragraph 4.6.15	Applications for development consent should be accompanied by a statement demonstrating how opportunities for delivering wider environmental net gains have been considered, and where appropriate, incorporated into proposals as part of good design (including any relevant operational aspects) of the project.	The Applicant has submitted an **Environmental Benefit and Net Gain Statement** (Document Reference 4.4), setting out the Applicant's position on environmental net gain and measures that the Applicant is pursuing to deliver additional environmental benefits. Through the design evolution process, the Applicant has reduced the size of the windfarm site from 125km^2 to 87km^2 reducing the spatial extent of potential environmental impacts This has included minimising impacts to shipping routes, excluding areas of sand waves and increased separation to existing oil and gas infrastructure that was previously located within the windfarm site. The windfarm site would confine environmental impacts to an area already developed with oil and gas operations as part of the Project's Objective 4 Coordination and its Synergies and Reuse Design Principle. Further information is found in **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4), **Design Statement** (Document Reference 4.3) and **Environmental Benefit and Net Gain Statement** (Document Reference 4.4). Please also see the response to Paragraph 2.5 of EN-3 in **Table 2.2** below which considers aspects of good design beyond appearance and in relation to coordination and coexistence.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		As such, the Project can be considered to be in accordance with paragraph 4.6.15 of EN-1.
Secretary of State decision making		
Paragraph 4.6.1	Although achieving biodiversity net gain is not currently an obligation on applicants, Schedule 15 of the Environment Act 2021 contains provisions which, when commenced, mean the Secretary of State may not grant an application for Development Consent Order unless satisfied that a biodiversity gain objective is met in relation to the onshore development in England to which the application relate.	This policy is considered not relevant to the Project. This Project is entirely offshore, whereas paragraph 4.6.1 of EN-1 is applicable to onshore development, none of which forms part of the Project DCO application.

Paragraph Reference	NPS Requirements	Accordance with the NPS
EN-1		
Section 4.7 of EN-1 Criteria for Good Design for Energy Infrastructure		
Paragraph 4.7.5	To ensure good design is embedded within the project development, **a project board level design champion could be appointed**, and a representative design panel used to maximise the value provided by the infrastructure. **Design principles should be established from the outset** of the project to guide the development from conception to operation. Applicants should consider how their design principles can be applied **post-consent**.	The Applicant set out four broad design principles at the outset of the Project, which are expected to carry through the entire lifecycle of the Project: ▪ Excellence in safety ▪ Functionality and adaptability ▪ Synergies and reuse ▪ Planet positive The Applicant will apply good design post-consent through the application of the Design Code, as set out in the Design Statement and a senior level executive, reporting to the Board and Morecambe Offshore Windfarm Ltd Project Director, has been appointed Design Champion for the Project. Further information is found in the **Design Statement** (Document Reference 4.3). As such, the Project can be considered to be in accordance with paragraph 4.7.5 of EN-1.
Paragraph 4.7.6	Whilst the applicant may not have any or very limited choice in the physical appearance of some energy infrastructure, there may be opportunities for the applicant to demonstrate good design in terms of **siting relative to existing landscape character**, land form and vegetation. Furthermore, the design and sensitive use of materials in any associated development such as electricity substations will assist in ensuring that such development contributes to the quality of the area. Applicants should also, so far as is possible, seek to embed opportunities for nature inclusive design within the design process.	The Project is located entirely offshore, approximately 30km off the Lancashire coastline. Good design has been adopted in the design decisions taken on siting and other parameters with regard to seascape, landscape and visual impact, as set out in the **Design Statement** (Document Reference 4.3). Although there would be localised significant effects on views arising from the Project, these would be contained within the areas of the Fylde and Sefton coasts and would not result in significant effects on the perceived landscape character,

Paragraph Reference	NPS Requirements	Accordance with the NPS
EN-1		
		which is extensively urbanised, and its urban/settled character would not be changed as a result of the Project. The refinement of the Project site boundary since PEIR, including the reduction of its spatial extent has ensured that there is a reduction in the apparent lateral spread of WTGs when viewed from the coast, particularly from the north and south. Furthermore, the maximum height of the WTGs has been reduced to 310m above Highest Astronomical Tide (HAT) (from the 345m above HAT blade tip height considered in the PEIR), leading to a reduction in the Zone of Theoretical Visibility (ZTV) and apparent scale of WTGs. A lighting scheme would be agreed for the aviation lighting of structures (WTGs and OSP(s)) with relevant authorities. This commitment provides for minimising lighting impacts as far practicable, whilst ensuring compliance with legal requirements for lighting and marking the Project. Aviation warning lights would have reduced intensity at and below the horizontal and allow a further reduction in lighting intensity when the visibility in all directions from every WTG is more than 5km. Please also see the response to Paragraph 2.5 of EN-3 in **Table 2.3** below which considers aspects of good design beyond appearance and in relation to coordination and coexistence. As such, the Project can be considered to be in accordance with paragraph 4.7.6 of EN-1.
Paragraph 4.7.7	Applicants **must demonstrate in their application documents how the design process was conducted and how the proposed design evolved**. Where a number of different designs were considered, applicants	The design process of the Project has been iterative. The **Design Statement** (Document Reference 4.3) explains the Applicant's decision-making process for responding to TCE's Bidding Area 4 criteria in the Leasing Round 4, in terms of site

Paragraph Reference	NPS Requirements	Accordance with the NPS
EN-1		
	should set out the reasons why the favoured choice has been selected.	selection decisions, refinement of the boundary of the windfarm site, site layout criteria and WTG design. Further information is in the **Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4). As such, the Project can be considered to be in accordance with paragraph 4.7.7 of EN-1.
Paragraph 4.7.8	Applicants **should consider taking independent professional advice** on the design aspects of a proposal. In particular, the Design Council can be asked to provide design review for nationally significant infrastructure projects and applicants are encouraged to use this service. Applicants should also consider any design guidance developed by the local planning authority.	The Project has considered the need for independent professional advice and its design team includes qualified and chartered professional engineers, architects and landscape architects (including Design Council experts). In common with practice on other entirely offshore wind projects, independent design review, as provided by design review organisations, is not considered appropriate for such projects. Good design, however, has been achieved in the pre-application phase, through the establishment of Design Principles from the outset of the Project and will be ensured post-consent through the Design Code, as set out in the **Design Statement** (Document Reference 4.3). As such, the Project can be considered to be in accordance with paragraph 4.7.8 of EN-1.
Secretary of State decision making		
Paragraph 4.7.11	In doing so, the Secretary of State should be satisfied that the applicant has considered both functionality (including fitness for purpose and sustainability) and aesthetics (including its contribution to the quality of the area in which it would be located, any potential amenity benefits, and visual impacts on the landscape or seascape) as far as possible	The evolution of the Project design to date is set out in **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4) and in the **Design Statement** (Document Reference 4.3). The duration of the visual impacts is addressed in **Section 18.6** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18).

Paragraph Reference	NPS Requirements	Accordance with the NPS
EN-1		
		Please see also the responses under paragraphs 4.7.6 and 4.7.7 of EN-1 in **Table 2.1** of this document. As such, the Project can be considered to be in accordance with paragraph 4.7.11 of EN-1.
Paragraph 4.7.12	In considering applications, the Secretary of State should take into account the ultimate purpose of the infrastructure and bear in mind the operational, safety and security requirements which the design has to satisfy. Many of the wider impacts of a development, such as landscape and environmental impacts, will be important factors in the design process.	Impacts to seascape, landscape and visual receptors are assessed in **Sections 18.6** and **18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). The evolution of the Project design to date is set out in **Chapter 4 Site Selection and Assessment of Alternatives Statement** (Document Reference 5.1.4) and in the **Design Statement** (Document Reference 4.3). Please see also the responses under paragraphs 4.7.6 and 4.7.7 of EN-1 in **Table 2.1** of this document. As such, the Project can be considered to be in accordance with paragraph 4.7.12 of EN-1.
Section 4.11 Network Connection		
Paragraph 4.11.5	The applicant must liaise with National Grid who own and manage the transmission network in England and Wales or the relevant regional DNO or TSO to secure a grid connection.	This policy is considered not relevant to the Project. The Project relates to the offshore Generation Assets only. Another project, the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project, will connect the Project to the National Grid electricity transmission network at Penwortham, in Lancashire as determined by the Holistic Network Design Review (HNDR) undertaken by the National Grid Electricity System Operator. Please see the response under paragraph 3.3.74 of EN-1 in **Table 2.1** of this document.

Paragraph Reference	NPS Requirements	Accordance with the NPS
EN-1		
Paragraph 4.11.10	On some occasions it may not be possible to coordinate applications. For example, different elements of a project may have different lead-in times and be undertaken by different legal entities subject to different commercial and regulatory frameworks (for example grid companies operate within OFGEM controls) making it inefficient from a delivery perspective to submit one application. Applicants may therefore decide to submit separate applications for each element. Where this is the case, the applicant should include information on the other elements and explain the reasons for the separate application confirming that there are no obvious reasons for why other elements are likely to be refused.	Please see the responses under paragraph 3.3.74 and 4.11.5 of EN-1 in **Table 2.1** of this document. Information on the other elements (i.e. the transmission infrastructure) is set out in **Chapter 23 Summary: Generation and Transmission Assets Assessment** (Document Reference 5.1.23) which summarises the effects alone, and the cumulative effects, of the Project and the Morgan and Morecambe Offshore Wind Farms: Transmission Assets. The separate DCO application is necessary to facilitate the co-ordinated approach to transmission (and to reflect that the Morgan and Morecambe Offshore Wind Farms: Transmission Assets are being promoted jointly by the Applicant and by Morgan Offshore Wind Limited). Based on this document, there are no obvious reasons why the DCO application for the transmission infrastructure is likely to be refused. As such, the Project can be considered to be in accordance with paragraph 4.11.10 of EN-1.

2.2 EN-3 NPS Accordance Table

19. **Table 2.2** sets out the Project's accordance with relevant general NPS EN-3 policies.

Table 2.2 Accordance with general NPS EN-3 policies

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
Section 2 General Assessment and Technology Specific Information		
Section 2.3 Factors influencing site selection and design		
Paragraph 2.3.6	When considering applications for CNP Infrastructure in sites with nationally recognised designations (such as SSSIs, National Nature Reserves, National Parks, the Broads, Areas of Outstanding Natural Beauty, Registered Parks and Gardens, and World Heritage Sites), the Secretary of State will take as the starting point that the relevant tests in Sections 5.4 and 5.10 of EN-1 have been met, and any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by the urgent need for this type of infrastructure.	The Project is not located within any nationally recognised designations, however it is located within the seascape setting of the Lake District National Park (LDNP) and there are four Area of Outstanding Natural Beauty (AONBs) within the SLVIA study area (**Figure 18.12** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18), on which the effects of the Project are assessed in Sections 18.5 to 18.7.
Seabed leasing		
2.3.12	Applicants must obtain a lease from The Crown Estate or Crown Estate Scotland prior to placing any offshore structures on, or passing cables over, the seabed and its foreshore.	This Project is one of the preferred bidders from TCE Round 4 Leasing Bid and an Agreement for Lease (AfL) was awarded in January 2023. As such, the Project can be considered to be in accordance with paragraph 2.3.12 of EN-3.
Marine Licensing		
2.3.16	Marine Licences are required for all the marine elements of a proposed offshore development (up to Mean High	The **draft DCO** (Document Reference 3.1) contains the draft deemed Marine License (DML) that was provided to the MMO

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
	Water Springs), including associated development such as the cabling, offshore substations that are required, and any other aspects of a development that the appropriate licensing authority, such as the MMO or NRW, may consider licensable under s66 of the Marine and Coastal Access Act 2009.	during the pre-application process. Part 2 of Schedule 6 of the draft DCO contains conditions that apply to the construction, operation and maintenance of licensed activities. Upon any consent for the Project and the SoS making of the DCO, DML conditions within it would be for discharge by the MMO, in consultation with other relevant bodies where this is required. Further information is in the **Consultation Report** (Document Reference 4.1) and the **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 2.3.16 of EN-3.
2.3.23	Applicants must approach the Marine Licensing regulator (MMO in England and NRW in Wales) early in the pre-application process to ensure that they are aware of any needs for additional marine licence consents alongside their DCO application.	The **Consultation Report** (Document Reference 4.1) sets out the history of engagement between the Applicant and the MMO. The MMO was provided with a copy of the draft DCO, including the draft DML for comment during the pre-application period in November 2023. As such, the Project can be considered to be in accordance with paragraph 2.3.23 of EN-3.
Section 2.4 Climate change adaptation and resilience		
Paragraph 2.4.8	Offshore wind farms will not be affected by flooding. However, applicants should demonstrate that any necessary land-side infrastructure (such as cabling and onshore substations) will be appropriately resilient to climate-change induced weather phenomena. Similarly, applicants should particularly set out how the proposal would be resilient to storms.	Assessment has been undertaken to consider the potential effects related to climate change during the construction, operation and maintenance, and decommissioning phases of the Project, being entirely offshore. WTGs and fixed substructures have been designed with sufficient safety margins to account for extreme weather events, such as storm surges and high winds. The WTGs will automatically shut down and remain idle, to prevent structural damage, during gusts or sustained high winds.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
		Further information is found in **Chapter 21 Climate Change** (Document Reference 5.1.21). As such, the Project can be considered to be in accordance with paragraph 2.4.8 of EN-3.
Section 2.5 Consideration of good design for energy infrastructure		
Paragraphs 2.5.1 to 2.5.3	Section 4.7 of EN-1 sets out the criteria for good design that should be applied to all energy infrastructure. Proposals for renewable energy infrastructure should demonstrate good design, particularly in respect of landscape and visual amenity, opportunities for co-existence/co-location with other marine and terrestrial uses, and in the design of the project to mitigate impacts such as noise and effects on ecology and heritage. Defra will consult on a series of Offshore Wind Environmental Standards (OWES) before drafting clear OWES Guidance. The OWES Guidance will aim to support the achievement of good design for offshore wind farms and/or offshore transmission infrastructure which is detailed in section 2.8.87.	Good design has been adopted in the pre-application stages informed by the Design Principles from the outset of the Project, including the *"Planet Positive"* Design Principle: *"A design which maximises renewable energy, is adapted for our changing climate, responds to its seascape and to views out to sea and where possible will enhance the environment and its biodiversity"*. The applicant has prepared a **Design Statement** (Document Reference 4.3) setting out the Design Principles, explaining the iterative process for selecting the site, refining the windfarm site boundary and design responses to the site constraints, including existing oil and gas operators, subsea cables and vessel movements. Co-existence/co-location of the Project is a key objective of the Project set out in its Objective 4 "Coordination: *Coordinate and coexist with other activities, developers and operators to use previously developed seabed to deliver the Project and its skills, employment and investment benefits in the Local Economic Area"* and Design Principle *Synergies & Reuse: a design which through proactive and thorough coordination and collaboration with other users, maximises the use of previously developed seabed and the benefits of the Project".* In particular, the following opportunities have been taken in the evolution and design and mitigation commitments of the Project:

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
		▪ Re-use of a previously developed site (re-using previously developed seabed including working around a decommissioned platform, capped wells, and decommissioned linear infrastructure). ▪ Careful refinement of the boundary to reduce impacts on commercial shipping, and avoid restricting alternative shipping routes which may be needed as a result of other Irish Sea Round 4 windfarm projects ▪ Commitment to protective 'buffers' around other existing infrastructure which is not yet decommissioned through Protective Provisions in the draft DCO, including telecoms cables, pipelines and oil and gas infrastructure, with co-existence agreements being pursued. ▪ Commitment in the draft DCO to the release of ornithological headroom for other purposes including for future windfarm projects ▪ Coordination with future CCUS developers in the vicinity including in relation to seismic surveys, and ▪ Collaborative seeking of a single consent for a single Transmission Assets project with Morgan Offshore Wind Project, known as the 'Morgan and Morecambe Offshore Wind Farms: Transmission Assets' to enable both projects to share a single offshore cable corridor, landfall and onshore cable corridor. Please see also details in **Table 2.9** Commercial Fisheries, **Table 2.10** Shipping and Navigation, **Table 2.12** Civil and Military Aviation and Radar, the response to Paragraph 2.8.200 of EN-3 in **Table 2.13** and **Chapter 17 Infrastructure**

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
		and Other Users (Document Reference 5.1.17) in relation to coordination and co-existence with other users. **Section 18.3.3** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) sets out how the Project responds to 'good design' in respect of seascape, landscape and visual receptors, to mitigate impacts, as far as is possible The Applicant has revised the windfarm site down from 125 km^2 to 87km^2 following the publication of the PEIR, thus reducing not only the impacts on shipping and navigation and other users but also the potential visual impacts on seascape of the WTGs when viewed from the north and south of the windfarm site. In addition, the maximum height of the WTGs has been reduced to 310m above HAT (from the 345m above HAT blade tip height considered in the PEIR), leading to a reduction in the ZTV and apparent scale of WTGs. Furthermore, a lighting scheme would be agreed for the aviation lighting of structures (WTGs and OSP(s)) with relevant authorities. This commitment provides for minimising lighting impacts as far practicable, whilst ensuring compliance with legal requirements for lighting and marking the Project. Aviation warning lights would have reduced intensity at and below the horizontal and allow a further reduction in lighting intensity when the visibility in all directions from every WTG is more than 5km. Where possible, inter-array cables would be buried, with depth of burial expected to be between 0.5 and 3m and a target burial depth of 1.5m substantially reducing the levels of electromagnetic fields (EMF) in the surrounding area and water column. Where burial is not possible, cable protection would be adopted which would also mitigate EMF effects.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
		Embedded good design measures, post consent would include micro siting, to be confirmed by post-consent surveys, to avoid direct impacts to heritage assets. In addition, as set out in the **Design Statement** (Document Reference 4.3) WTG layout will be designed in compliance with MGN654, in order to provide obstruction free SAR access, including a commitment to two lines of orientation unless otherwise agreed. The Design Code also takes account of seascape and landscape considerations in the post consent design stage. The **draft DCO** (Document Reference 3.1) also makes provision for Archaeological Exclusion Zones (AEZ) during and post construction for the protection of heritage assets. To reduce the impacts on underwater noise, no concurrent Project piling is to be undertaken. If piling is required, each piling event would commence with a soft-start at a lower hammer energy, followed by a gradual ramp-up to the maximum hammer energy required. This would allow mobile species to move away from the area before reaching the maximum hammer energy with the greatest noise impact area. Details of any further required noise mitigation would be developed in the Marine Mammal Mitigation Protocol (MMMP) secured by a condition in the DML in the **draft DCO** (Document Reference 3.1). The Applicant is unable to demonstrate compliance with OWES, given Defra has not published any definitive OWES Guidance to date. Further information is found in **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10), **Chapter 11 Marine Mammals** (Document Reference 5.1.11), **Chapter 15 Marine Archaeology and Cultural Heritage** (Document Reference 5.1.15), **Schedule of Mitigation** (Document Reference 5.5)

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
		and **Draft Marine Mammal Mitigation Protocol** (Document Reference 6.5). As such, the Project can be considered to be in accordance with paragraphs 2.5.1 to 2.5.3 of EN-1.
Section 2.6 Flexibility in the project details		
Paragraph 2.6.1	Where details are still to be finalised applicants should explain in the application which elements of the proposal have yet to be finalised, and the reason why this is the case.	The final design of the Project will be confirmed through detailed engineering design studies that will be undertaken post-consent and refined through detailed pre-construction surveys, to enable the commencement of construction. In order to provide a precautionary, but robust, impact assessment at this stage of the development process, realistic worst-case scenarios have been defined in terms of the potential effects that may arise. This approach to EIA, referred to as the PDE, is common practice for developments of this nature, as set out in Planning Inspectorate Advice Note Nine: Rochdale Envelope (Planning Inspectorate, v3 2018). The PDE for a project outlines the project design parameters likely to result in the maximum adverse effect, from which realistic worst-case scenarios for each individual impact are defined, so that it can be safely assumed that all lesser options will have less impact. Further information is in **Chapter 6 EIA Methodology** (Document Reference 5.1.6). Key parameters identified as part of the PDE for the Project (as set out in Design Parameters requirement of the **draft DCO** (Document Reference 3.1)) include the following: ▪ Maximum number and configuration principles of the WTGs, OSP(s) and any associated development

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
		▪ Type of foundation to install the WTGs, OSP(s) and any associated development ▪ The maximum height of the tip of the WTG rotors, blade lengths, the diameter of the rotor and the dimension of the air gap beneath them. It is noted that the total rotor swept area provides a cap on the maximum scale of the Project and that 35 WTGs at the maximum dimensions would exceed the maximum rotor swept area in the Design Parameters of the **Draft DCO** (Document Reference 3.1). A maximum of 30 WTGs at the maximum rotor dimensions could be constructed within the maximum total rotor swept area that would be secured by the draft DCO. As such, the Project can be considered to be in accordance with paragraph 2.6.1 of EN-3.
Paragraph 2.6.2	Where flexibility is sought in the consent as a result, applicants should, to the best of their knowledge, assess the likely worst- case environmental, social and economic effects of the proposed development to ensure that the impacts of the projectas it may be constructed have been properly assessed.	The DCO application for the Project establishes the realistic worst-case effects of the Project, based on the maximum parameters to which the Project could be built under the proposed consent. This ensures that, regardless of the final design, as long as the Project remains within the consented parameters, its environmental effects will have already been fully assessed and will have already been taken into account in the decision-making process. The Applicant has adopted a PDE approach and not all details have been finalised at the time of submitting the DCO application. The PDE approach is well established in the windfarm industry, consistent with the PINS Advice Note Nine: Rochdale Envelope, v3 2018. Further information is in **Chapter 5 Project Description** (Document Reference 5.1.5), **Chapter 6 EIA Methodology**

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
		(Document Reference 5.1.6) and the **Planning Statement** (Document Reference 4.8). As such, the Project can be considered to be in accordance with paragraph 2.6.2 of EN-3.
Section 2.8 Offshore Wind		
Consenting process		
Paragraph 2.8.8	The British Energy Security Strategy committed to implementing an Offshore Wind Environmental Improvement Package (OWEIP), which aims to streamline environmental assessments, decrease consenting times, and maintain marine environmental protections. The OWEIP includes measures to: Revise Marine Protected Area assessment guidance (including Habitats Regulations and Marine Conservation Zone (MCZ) Assessments) to streamline and simplify information applicants must supply. Revise the Habitats Regulations and MCZ assessment process for offshore wind to facilitate the delivery of compensation measures whilst maintaining valued protection for wildlife. Facilitate the delivery of strategic environmental compensation measures to offset environmental effects and reduce delays to projects, including development of a library of compensation measures, through the Collaboration on Offshore Wind Strategic Compensation (COWSC) programme. Implement an industry-funded Marine Recovery Fund (MRF), into which developers can choose to contribute to meet their environmental compensation obligations.	This paragraph is not yet relevant to the Project since the OWEIP has not yet been published or implemented. The Applicant recognises that OWEIP is an emerging standard and guidance will in the future be applicable to offshore windfarms in United Kingdom. The Applicant acknowledges that the OWEIP measures have not yet been implemented and will continue to engage with on-going consultation on these and other emerging standards and guidance. The **Environmental Statement** (Document Reference 5.1.1 to 5.1.23) and supporting figures and appendices, has assessed all agreed topics and the interrelated effects among different impacts on different receptors, as well as presenting a full understanding of the Project's impacts on the environment. A range of mitigation measures have been embedded in the design of the Project. The **Schedule of Mitigation** (Document Reference 5.5) summarises all mitigation measures and commitments established for the Project and identifies where in the **draft DCO** (Document Reference 3.1) and other application documents specific measures have been secured.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
	Develop offshore wind environmental standards to set a minimum common requirement for designing wind farms and offshore transmission infrastructure, providing greater certainty and speeding up the consenting process. Develop a strategic approach to environmental monitoring.	As such, the Project can be considered to be in accordance with the objectives behind the OWEIP referred to in paragraph 2.8.8 of EN-3. However, this paragraph is not currently relevant to the Project.
Offshore Energy Strategic Environmental Assessment		
Paragraph 2.8.2	To meet its objectives government considers that all offshore wind developments are likely to need to maximise their capacity within the technological, environmental, and other constraints of the development.	**Section 5** of the **Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4) demonstrate how maximising energy generation capacity was considered at every stage of the iterative design process for the Project to date, in addition to the assessment of technical feasibility, the environmental constraints and the presence of other marine users. Objective 1 of the Project is "*To generate around 480MW of low carbon electricity from an offshore windfarm, in support of the Net-Zero by 2050 target and UK Government ambition to deliver 50GW of offshore wind by 2030*". In pursuit of this objective and the Project's Planet Positive and Functionality and Adaptability Design Principles, generation capacity will be maximised to the extent possible. The Planet Positive Design Principle seeks "*a design which maximises renewable energy, is adapted for our changing climate, responds to its seascape and to views out to sea and where possible will enhance the environment and its biodiversity*". As such, the Project can be considered to be in accordance with paragraph 2.8.2 of EN-3.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
Paragraph 2.8.4	In proposing sites for offshore wind and/or offshore transmission infrastructure, NSIP applicants should demonstrate that their choice of site takes into account the Government's Offshore Energy Strategic Environmental Assessment 4 (OESEA4) (March 2022) and any successors to it.	OESEA4 was published for consultation in 2022, after the Round 4 site selection process. As stated in OESEA4 '*The draft plan/programme to be assessed in OESEA4 includes future leasing for offshore wind, but is not geographically constrained by any area in relevant English or Welsh waters that The Crown Estate propose to include in any leasing round (for example, the proposed projects for Round 4). Therefore, OESEA4 is a connected but separate process to offshore wind leasing. The work undertaken by The Crown Estate to identify the Round 4 bidding areas will, however, be considered as inputs to this SEA*.' The broad principles of OESEA4 align with the Round 4 site selection process and site selection process undertaken by the Applicant. The site selection process undertaken by the Applicant is set out in **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4). As such, the Project can be considered to be in accordance with paragraph 2.8.4 of EN-3.
Seabed leasing		
Paragraph 2.8.15	Individual project lease agreements from The Crown Estate often include limits on development (such as a maximum generation capacity), which are used by The Crown Estate as a proxy to establish environmental effects at the plan level. Consistent with the Government's objectives in this NPS, project developers should seek to maximise their capacity within the technological, environmental, and other constraints of the project. At the development consent stage, the Secretary of State will use detailed maximum project parameters to assess environmental impacts, and these	**Section 5** of the **Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4) demonstrate how maximising energy generation capacity was considered at every stage of the iterative design process for the Project, in addition to the assessment of technical feasibility, environmental constraints and the presence of other marine users. Objective 1 of the Project is *"To generate around 480MW of low carbon electricity from an offshore windfarm, in support of the Net-Zero by 2050 target and UK Government ambition to*

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
	will be reflected in the DCO. Such parameters may differ from the limits on development assumed by The Crown Estate in the agreement for lease e.g., as a rule, the Secretary of State will not include a maximum capacity limit within the DCO. Future offshore development may occur in rounds, as piecemeal development or using any other development mechanism as required.	*deliver 50GW of offshore wind by 2030".* In pursuit of this objective and the Project's Planet Positive and Functionality and Adaptability Design Principles, generation capacity will be maximised to the extent possible and in accordance with paragraph 2.8.15, no maximum capacity limit is therefore contained in the proposed **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 2.8.15 of EN-1.
Offshore-onshore network connection		
Paragraph 2.8.25	The previous standard approach to offshore-onshore connection involved a radial connection between single wind farm projects and the shore. A coordinated approach will involve the connection of multiple, spatially close, offshore wind farms and other offshore infrastructure, wherever possible, as relevant to onshore networks.	Co-existence/co-location of the Project is a key objective of the Project set out in its Objective 4 "*Coordination: Coordinate and coexist with other activities, developers and operators to use previously developed seabed to deliver the Project and its skills, employment and investment benefits in the Local Economic Area*". The Morecambe Offshore Windfarm and the Morgan Offshore Wind Project were scoped into the 'Pathways to 2030' workstream, under the Offshore Transmission Network Review (OTNR). The OTNR aims to consider, simplify, and wherever possible, facilitate a collaborative approach to offshore wind projects connecting to the National Grid. Under the OTNR, the National Grid Electricity System Operator (NGESO) is responsible for assessing options to improve the coordination of offshore wind generation connections and transmission networks and has undertaken a Holistic Network Design Review (HNDR). In July 2022, the UK Government published the '*Pathway to 2030 Holistic Network Design*' documents, which sets out the approach to

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
		connecting 50GW of offshore wind to the National Grid (NGESO, 2022). A key output of the HNDR process was the conclusion that the Morecambe Offshore Windfarm and the Morgan Offshore Wind Project would connect their separate windfarms to the National Grid electricity transmission network at Penwortham, in Lancashire. The Applicant was involved in this process and supports this decision. Given the Project's Coordination Objective (and its Synergies and Reuse Design principle) and this output from the HNDR, the applicants for both the Morecambe Offshore Windfarm (the Project) and the Morgan Offshore Wind Project, are working collaboratively to jointly seek a single consent for a single Transmission Assets project, known as the 'Morgan and Morecambe Offshore Wind Farms: Transmission Assets', which comprises the Transmission Assets to enable export of electricity from both projects to the National Grid connection point. This would include shared offshore export cable corridors, their landfall arrangements, shared onshore export cable corridors to new onshore substations, and onward connection to the National Grid electricity transmission network at Penwortham, in Lancashire. Further information is in the **Planning Statement** (Document Reference 4.8) and **Chapter 1 Introduction** (Document Reference 5.1.1). As such, the Project has followed the coordinated approach advocated by and can be considered to be in accordance with paragraph 2.8.25 of EN-3.
Paragraph 2.8.27	Co-ordinated transmission proposals have principally been developed through, and as a consequence of, a process of ongoing reform including through strategic network planning, such as the Holistic Network Design	Please see the response under paragraph 2.8.25 of EN-3 and 3.3.74 of EN-1 in **Table 2.1**.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
	for onshore-offshore transmission, as outlined in EN-5. Further details are provided in EN-5, section 2.12-2.15.	
Other offshore infrastructure and activities		
Paragraph 2.8.37	Prior to the submission of an application involving the development of the seabed, applicants should engage with key stakeholders, such as The Crown Estate and statutory bodies to ensure they are aware of any current or emerging interests on or underneath the seabed which might give rise to a conflict with a specific application. This will ensure adequate opportunity to reduce potential conflicts and increase time to find a resolution	The Applicant has engaged with TCE and other stakeholders to understand current and emerging interests on, or underneath, the seabed within the Project windfarm site throughout the pre-application process. The Applicant is aware of emerging interest in a potential carbon storage project. An appraisal license in relation to the potential for Carbon Storage (CS) (CS010) was awarded to Spirit Energy Production UK Ltd on 15 September 2023. A small proportion of the area that may be required overlaps with part of the proposed Order Limits which comprises depleted oil and gas reservoirs potentially capable of storing carbon dioxide. In 2024 Spirit Energy is coordinating geotechnical surveys with seismic surveys being conducted for CS exploration. Further information is in the **Consultation Report** (Document Reference 4.1), **Design Statement** (Document Reference 4.3), **Planning Statement** (Document Reference 4.8), **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4), **Chapter 5 Project Description** (Document Reference 5.1.5) and **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17). As such, the Project can be considered to be in accordance with paragraph 2.8.37 of EN-3.
Paragraph 2.8.38	Applicants are encouraged to work collaboratively with those other developers and sea users on co-existence/co-location opportunities, shared mitigation, compensation and monitoring where appropriate. Where	Co-existence/co-location of the Project is a key objective of the Project set out in its Objective 4 "*Coordination: Coordinate and coexist with other activities, developers and operators to use previously developed seabed to deliver the Project and its*

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
	applicable, the creation of statements of common ground between developers is recommended. Work is ongoing between Government and industry to support effective collaboration and find solutions to facilitate to greater co-existence/co-location.	*skills, employment and investment benefits in the Local Economic Area*". Please see the response under paragraph 2.5.1 – 2.5.3 and 2.8.25 of EN-3. As such, the Project can be considered to be in accordance with paragraph 2.8.38 of EN-3.
Marine Protected Areas		
Paragraph 2.8.42	Given the scale of offshore wind deployment required to meet 2030 and 2050 ambitions, applicants will need to give close consideration to impacts on MPAs, either alone or in combination, and employ the mitigation hierarchy, and if necessary, provide compensation (both individually and in combination with other plans or projects) which may be needed to approve their projects.	The Project does not have any Project alone residual impacts on MCZ sites, as set out in the **MCZA Report** (Document Reference 4.13). The **RIAA** (Document Reference 4.9) has determined that for the Project alone there are no AEoI of any European sites. In addition, there would be no measurable contribution of the Project to in-combination effects. However, the Applicant has prepared a **HRA Without Prejudice Derogation Case** (Document Reference 4.11) for the LBBG feature of the Morecambe Bay and Duddon Estuary SPA and Ramsar site and Ribble and Alt Estuaries SPA and Ramsar site, for consideration in the event that the SoS does not conclude the Project has no AEoI. These additional features and their compensatory measures are on a '*Without Prejudice*' basis. As such, the Project can be considered to be in accordance with paragraph 2.8.42 of EN-3.
Technical considerations		
Network connection		
Paragraph 2.8.51	For many wind farm projects, including those from The Crown Estate Leasing Round 4 onwards, connection agreements will be limited to connection points proposed	Please see the response under paragraph 3.3.74 of EN-1 in **Table 2.1** of this document.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
	through strategic network design exercises such as those undertaken by the National Grid Electricity System Operator, including the Holistic Network Design for offshore-onshore transmission.	As such, the Project can be considered to be in accordance with paragraph 2.8.51 of EN-3.
Paragraph 2.8.53	It is expected that greater coordination of offshore-onshore transmission infrastructure is likely to reduce the cumulative environmental impacts and impacts on coastal communities by installing a smaller number of larger connections	Please see the response under paragraph 2.8.25 of EN-3. As such, the Project can be considered to be in accordance with paragraph 2.8.53 of EN-3.
Paragraph2.8.63	Applicants should include details on how avoidance has been achieved, good design principles have been followed and provide proposals for mitigation. If the development is in English and Welsh waters, they should also demonstrate that they have considered how their proposals can contribute towards environmental net gain.	Embedded mitigation measures have been considered for all relevant receptors in the design process. The **Schedule of Mitigation** (Document Reference 5.5) summarises all of the mitigation measures and commitments established for the Project and identifies where in the **draft DCO** (Document Reference 3.1) and other application documents specific measures have been secured. The Applicant has submitted an **Environmental Benefit and Net Gain Statement** (Document Reference 4.4), which includes measures that the Applicant is pursuing to deliver environmental benefits. Further information is in the **Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4). Please see the response under paragraph 2.5.1 – 2.5.3 of EN-3. As such, the Project can be considered to be in accordance with paragraph 2.8.63 of EN-3.
Micrositing and microrouting		

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
Paragraph 2.8.67	To inform micrositing/microrouting applicants should undertake high-resolution survey work and make provision for investigative work, such as archaeological examination, to assess the impacts of any proposed cables or foundation placement on potential heritage assets.	Full seabed coverage pre-construction surveys will include swathe-bathymetric surveys and Side-Scan Sonar (SSS) of the area(s) within the Project windfarm site in which it is proposed to carry out construction works. This should include the investigation and identification of seabed features of known and potential archaeological interest within the survey areas, and which may require the refinement, removal or introduction of AEZs. Further information is in the **In-Principle Monitoring Plan** (Document Reference 6.4) and the **Outline Offshore Written Scheme of Investigation (WSI)** (Document Reference 6.10). As such, the Project can be considered to be in accordance with paragraph 2.8.67 of EN-3.
<u>Future monitoring</u>		
Paragraphs 2.8.73 and 2.8.74	Where requested by the Secretary of State applicants are required to undertake environmental monitoring (e.g., ornithological surveys, geomorphological surveys, archaeological surveys) prior to and during construction and operation. Monitoring must measure and document the effects of the development and the efficacy of any associated mitigation or compensation.	The Applicant has prepared an **In Principle Monitoring Plan (IPMP)** (Document Reference 6.4), which identifies the need for monitoring works post-consent and complements other requirements set out in the DML conditions of the **draft DCO** (Document Reference 3.1) and allows changes to be made based on the best relevant knowledge and technology available post-consent. The **IPMP** (Document Reference 6.4) is intended to measure the effects of the development and associated mitigation in a number of different areas. It provides a framework for further discussion, post-consent, with the MMO and other relevant stakeholders. The IPMP covers topics including: ▪ Marine geology, oceanography and physical processes

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
		▪ Benthic ecology ▪ Fish and shellfish ecology ▪ Marine mammals ▪ Offshore ornithology ▪ Commercial fisheries ▪ Offshore archaeology and cultural heritage In addition, the **draft DCO** (Document Reference 3.1) includes a proposed DML condition regarding monitoring of underwater noise from piling (should the Project undertake piling). Further information is in the **draft DCO** (Document Reference 3.1), **IPMP** (Document Reference 6.3), **Chapter 7 Marine Geology, Oceanography and Physical Processes** (Document Reference 5.1.7), **Chapter 8 Marine Sediment and Water Quality** (Document Reference 5.1.8), **Chapter 9 Benthic Ecology** (Document Reference 5.1.9), **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10**),** **Chapter 11 Marine Mammals** (Document Reference 5.1.11), **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) and **Chapter 15 Marine Archaeology and Cultural Heritage** (Document Reference 5.1.13). As such, the Project can be considered to be in accordance with paragraphs 2.8.73 and 2.8.74 of EN-3.
<u>Impacts</u>		
Paragraph 2.8.94	Applicants should provide information on relevant impacts as directed by this NPS and the Secretary of State.	The **Environmental Statement** (Document References 5.1 to 5.5) and this report provides information on relevant impacts as set out in NPS EN-3 and as required under the SoS's **Scoping Opinion** (Document Reference 5.4)

2.3 Marine geology, oceanography and physical processes

20. **Table 2.3** set out the Project's accordance with relevant policies relating to marine sediment and water quality.

Table 2. 3 Accordance with NPS policy on marine geology, oceanography and physical processes

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
Paragraph 5.6.10	Where relevant, applicants should undertake coastal geomorphological and sediment transfer modelling to predict and understand impacts and help identify relevant mitigating or compensatory measures.	The approach adopted in the ES is conceptual and evidence-based, using modelling undertaken for the Morgan and Mona Offshore Wind Projects and Awel y Môr Offshore Wind Farm (see **Section 7.4.3.3** of **Chapter 7 Marine Geology, Oceanography and Physical Process** (Document Reference 5.1.7).
Paragraph 5.6.11	The Environmental Statement should include an assessment of the effects on the coast, tidal rivers and estuaries . In particular, applicants should assess: ▪ The impact of the proposed project on coastal processes and geomorphology, including by taking account of potential impacts from climate change. If the development will have an impact on coastal processes the applicant must demonstrate how the impacts will be managed to minimise adverse impacts on other parts of the coast ▪ The implications of the proposed project on strategies for managing the coast as set out in Shoreline Management Plans (SMPs) and any relevant Marine Plans any relevant Marine Plans, River Basin Management Plans, and capital programmes for maintaining flood and coastal	The assessment of potential construction, operation and maintenance, and decommissioning impacts are outlined in **Section 7.6** of **Chapter 7 Marine Geology, Oceanography and Physical processes** (Document Reference 5.1.7) respectively. An assessment of potential cumulative effects is outlined in **Section 7.7** of **Chapter 7 Marine Geology, Oceanography and Physical** processes (Document Reference 5.1.7). The Project will not affect the relevant Cell 11 Second Generation Shoreline Management Plan (SMP) (SMP2), or its respective Management Units, as it is located 30km from the closest point on the coast. Effects on marine ecology, biodiversity and protected sites are assessed in **Chapter 9 Benthic Ecology** (Document Reference 5.1.9), **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10), **Chapter 11 Marine Mammals** (Document Reference 5.1.11) and **Chapter 12 Offshore**

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
	defences and Coastal Change Management Areas ▪ The effects of the proposed project on marine ecology, biodiversity, protected sites and heritage assets ▪ How coastal change could affect flood risk management infrastructure, drainage and flood risk ▪ The vulnerability of the proposed development to coastal change, taking account of climate change, during the project's operational life and any decommissioning period ▪ The effects of the proposed project on maintaining coastal recreation sites and features	**Ornithology** (Document Reference 5.1.12). Effects of the Project on coastal recreation sites and features are assessed in **Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20 The Project has been designed so that it is not vulnerable to coastal change or climate change. Infrastructure is at least 30km from the coast and as such there would be no coastal or flood effects. As such, the Project can be considered to be in accordance with paragraph 5.6.11 of EN-1.
Paragraph 5.6.12	For any projects involving dredging or deposit of any substance or object into the sea, the applicant should consult the MMO and Historic England, or the NRW in Wales. Where a project has the potential to have a major impact in this respect, this is covered in the technology specific NPSs.	The total volume of sediment disturbed during the construction, operation and maintenance phase is detailed in **Table 7.2** of **Chapter 7 Marine Geology, Oceanography and Physical processes** (Document Reference 5.1.7) and an assessment of the impact of sediment disturbance and disposal has been outlined in **Sections 7.6.2.1 – 7.6.2.6** of **Chapter 7 Marine Geology, Oceanography and Physical processes** (Document Reference 5.1.7). Given the lack of sandwaves identified within the windfarm site, the sediment volume presented in **Table 7.2** of **Chapter 7 Marine Geology, Oceanography and Physical processes** (Document Reference 5.1.7) is considered precautionary.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
		Excavated sediments would be disposed within the windfarm site so there is no net loss of material from the physical processes system. The **draft DCO** (Document Reference 3.1) provides for this by seeking the authorisation for "the removal of material from the seabed and the disposal of inert material of natural origin within the Order limits". The volumes involved will be limited to those assessed in the ES, and on which as part of the pre-application process technical stakeholders, including the MMO, have been consulted. As such, the Project can be considered to be in accordance with paragraph 5.6.12 of EN-1.
Paragraph 5.6.13	The applicant should be particularly careful to identify any effects of physical changes on the integrity and special features of Marine Protected Areas (MPAs). These could include MCZs, habitat sites including Special Areas of Conservation and Special Protection Areas with marine features, Ramsar Sites, Sites of Community Importance, and SSSIs with marine features Areas (SPAs) and potential Sites of Community Importance (SCIs) and Sites of Special Scientific Interest (SSSI).	There are no designated sites within the Order Limits, proposed in the draft DCO. The **RIAA** (Document Reference 4.9) and the **Marine Conservation Zone Assessment Report** (Document Reference 4.13) assess the impacts of the Project on designated features and the site integrity of MPA. As such, the Project can be considered to be in accordance with paragraph 5.6.13 of EN-1.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
Physical environment		
Paragraphs 2.8.112 and 2.8.113	Applicant assessments are expected to include predictions of the physical effects arising from modifications to hydrodynamics (waves and tides), sediments and sediment transport, and sea bed morphology that will result from the construction, operation and decommissioning of the required infrastructure. Assessments should also include effects such as the scouring that may result from the proposed development and how that might impact sensitive species and habitats.	Each of the impacts in **Section 7.6.3.1 – Section 7.6.3.3** of **Chapter 7 Marine Geology, Oceanography and Physical processes** (Document Reference 5.1.7) cover the potential magnitude and significance of the physical (waves, tidal currents and sediments) effects upon the baseline conditions resulting from the construction and operation of the Project. Scour protection is built into the design of the Project, described in the **Cable Statement** (Document Reference 4.2) and **Chapter 5 Project Description** (Document Reference 5.1.5). Secondary scour is considered in **Section 7.6.3.4** of **Chapter 7 Marine Geology, Oceanography and Physical processes** (Document Reference 5.1.7). As such, the Project can be considered to be in accordance with paragraphs 2.8.112 and 2.8.113 of EN-3.
Paragraph 2.8.114	Applicants should undertake geotechnical investigations as part of the assessment, enabling the design of appropriate construction techniques to minimise any adverse effects.	Site-specific surveys carried out in the Project windfarm site are outlined in **Section 7.4.2.1** of **Chapter 7 Marine Geology, Oceanography and Physical processes** (Document Reference 5.1.7). The precise methods used and rationale behind the approach to sampling is outlined in detail in **Appendix 7.1 Offshore Geophysical Survey** (Document Reference 5.2.7.1) and **Appendix 9.1 Benthic Characterisation Survey** (Document Reference 5.2.9.1). As such, the Project can be considered to be in accordance with paragraph 2.8.114 of EN-3.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
Subtidal habitats and species		
Paragraph 2.8.126	Assessment of the effects on the subtidal environment should include: ▪ loss of habitat due to foundation type including associated seabed preparation, predicted scour, scour protection and altered sedimentary processes, e.g. sandwave/boulder/UXO clearance; ▪ environmental appraisal of inter-array and export cable routes and installation/maintenance methods, including predicted loss of habitat due to predicted scour and scour/cable protection and sandwave/boulder/UXO clearance; ▪ habitat disturbance from construction and maintenance/repair vessels' extendable legs and anchors; ▪ increased suspended sediment loads during construction and from maintenance/repairs; ▪ predicted rates at which the subtidal zone might recover from temporary effects	An assessment of the loss of seabed due to foundation type, including scour protection is outlined in **Section 7.6.3.4** of **Chapter 7 Marine Geology, Oceanography and Physical Process** (Document Reference 5.1.7). An assessment of effects associated with seabed preparation is outlined in **Section 7.6.2.1** to **Section 7.6.2.4** (changes in suspended sediment concentration (SSCs) and seabed level due to seabed preparation for WTGs/OSPs and drilling) of **Chapter 7 Marine Geology, Oceanography and Physical Process** (Document Reference 5.1.7). An assessment of the installation and maintenance of cable infrastructure (including consideration of the potential impact of cable protection measures) is undertaken in the following sections of **Chapter 7 Marine Geology, Oceanography and Physical Process** (Document Reference 5.1.7): ▪ **Section 7.6.2.5** (changes in SSCs due to sand wave levelling/clearance and installation of inter-array and platform link cables) ▪ **Section 7.6.2.6** (changes in seabed level due to sand wave levelling/clearance and installation of inter-array and platform link cables) ▪ **Section 7.6.2.7** (interruptions to bedload sediment transport due to sand wave levelling for cable installation)

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
		▪ **Section 7.6.3.5** (morphological and sediment transport effects due to cable protection measures within the windfarm site) Unexploded Ordnance (UXO) clearance for the Project (which will be considered as part of a separate Marine Licence application to the MMO if required) and for other projects in the region can cause increased suspended sediments and indentations on the seabed. However, these effects will be highly localised, temporary and recoverable and will be assessed post-consent in a separate marine licence application if needed. The scale of UXO clearance required will be better understood through detailed post-consent surveys and upon refinement of the layout. **Chapter 9 Benthic Ecology** (Document Reference 5.1.9) and **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10) also consider habitat loss and disturbance Habitat disturbance from vessels' extendable legs during construction, and during operational maintenance repairs is assessed in **Section 7.6** of **Chapter 7 Marine Geology, Oceanography and Physical Process** (Document Reference 5.1.7). Predicted rates at which the subtidal zone might recover from temporary effects is addressed within each relevant impact in **Section 7.6.2** and **Section 7.6.3** of **Chapter 7 Marine Geology, Oceanography and Physical Process** (Document Reference 5.1.7) As such, the Project can be considered to be in accordance with paragraph 2.8.126 of EN-3.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
Mitigation		
Physical environment		
Paragraph 2.8.224	Applicants are expected to have considered the best ecological outcomes in terms of potential mitigation. These might include: ▪ avoidance of areas sensitive to physical effects; ▪ consideration of micro-siting of both the array and cables; ▪ alignment and density of the array; ▪ design of foundations; ▪ ensuring that sediment moved is retained as locally as possible; ▪ the burying of cables to a necessary depth; ▪ using scour protection techniques around offshore structures to prevent scour effects, or designing turbines to withstand scour, so scour protection is not required or is minimised.	Embedded mitigation measures are outlined in **Table 7.3** of **Chapter 7 Marine Geology, Oceanography and Physical processes** (Document Reference 5.1.7) and **Schedule of Mitigation** (Document Reference 5.5), including measures related to cable burial depth and scour protection techniques. The **draft DCO** (Document Reference 3.1) makes provision for a maximum volume of 278,980m^3 of scour protection at WTG and OSP foundations and 259,700m^3 of cable protection. As such, the Project can be considered to be in accordance with paragraph 2.8.224 of EN-3.
Secretary of State decision making		
Paragraph 2.8.299	The Secretary of State must be satisfied that the design of the wind farm, offshore transmission and methods of construction, including use of materials, are such as to reasonably minimise the potential for impact on the physical environment. This could involve, for instance, the exclusion of certain foundations because of their impacts or minimising quantities of rock that are used to protect cables	**Chapter 7 Marine Geology, Oceanography and Physical Processes** (Document Reference 5.1.7) concludes no significant effects in EIA terms from the Project alone or cumulatively. As such, the Project can be considered to be in accordance with paragraph 2.8.299 of EN-3.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
	whilst taking into account other relevant considerations such as safety.	

2.4 Marine sediment and water quality

21. **Table 2.4** sets out the Project's accordance with relevant policies relating to marine sediment and water quality.

Table 2.4 Accordance with NPS policy on marine sediment and water quality

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
Paragraphs 5.15.1 and 5.15.2	Infrastructure development can have adverse effects on the water environment, including groundwater, inland surface water, transitional waters, coastal and marine waters. During the construction, operation, and decommissioning phases, development can lead to increased demand for water, involve discharges to water, and cause adverse ecological effects resulting from physical modifications to the water environment. There may also be an increased risk of spills and leaks of pollutants to the water environment. These effects could lead to adverse impacts on health or on protected species and habitats and could result in surface waters, groundwaters or protected areas failing to meet environmental objectives established under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 and the Marine Strategy Regulations 2010.	Potential impacts of the Project on marine water quality are assessed in **Section 8.6** and **Section 8.7** of **Chapter 8 Marine Sediment and Water Quality** (Document Reference 5.1.8). This includes potential effects, increase in Suspended Sediment Concentrations (SSC) and deterioration of water quality associated with construction, during operation and maintenance, and during decommissioning. No cumulative effects beyond Project alone are identified given the spatial distribution of other plans and projects and the temporary and transient nature of increased suspended sediments. Mitigation for leaks and spills is outlined in **Section 8.3.3** and **Schedule of Mitigation and Mitigation Roadmap** (Document Reference 5.5) and secured in the draft DML within the **draft DCO** (Document Reference 3.1). The Project is outside of any Water Framework Directive (WFD) water body. Impacts on human health are considered in **Chapter 19 Human Health** (Document Reference 5.1.19). The **draft DCO** (Document Reference 3.1) makes provision for the authorisation of "*the removal of*

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
		material from the seabed, the disposal of material on the seabed within the Order limits". The volumes involved will be limited to those assessed in the ES, and on which as part of the pre-application process technical stakeholders, including the MMO, have been consulted As such, the Project can be considered to be in accordance with paragraphs 5.15.1 and 5.15.2 of EN-1.
Paragraph 5.16.3	Where the project is likely to have effects on the water environment, the applicant should undertake an assessment of the existing status of, and impacts of the proposed project on, water quality, water resources and physical characteristics of the water environment, and how this might change due to the impact of climate change on rainfall patterns and consequently water availability across the water environment, as part of the ES or equivalent.	The existing baseline is presented in **Section 8.5**. Potential impacts of the Project on water quality are assessed in **Section 8.6** and **Section 8.7** of **Chapter 8 Marine Sediment and Water Quality** (Document Reference 5.1.8). As such, the Project can be considered to be in accordance with paragraph 5.16.3 of EN-1.
Paragraph 5.16.7	The ES should in particular describe: ▪ the existing quality of waters affected by the proposed project and the impacts of the proposed project on water quality, noting any relevant existing discharges, proposed new discharges and proposed changes to discharges ▪ existing water resources affected by the proposed project and the impacts of the proposed project on water resources, noting any relevant existing abstraction rates, proposed new abstraction rates and proposed changes to abstraction rates (including any impact on or use of mains supplies and reference to Abstraction Licensing Strategies) and also	Baseline information is provided in **Section 8.5** of **Chapter 8 Marine Sediment and Water Quality** (Document Reference 5.1.8), including consideration of climate change. Impacts on marine water quality are described and assessed in **Section 8.6** (Project-alone) and **Section 8.7** (cumulative effects) of **Chapter 8 Marine Sediment and Water Quality** (Document Reference 5.1.8). The Project (and study area) is outside of any WFD water body. **Section 8.7** of **Chapter 8 Marine Sediment and Water Quality** (Document

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
	demonstrate how proposals minimise the use of water resources and water consumption in the first instance ▪ existing physical characteristics of the water environment (including quantity and dynamics of flow) affected by the proposed project and any impact of physical modifications to these characteristics ▪ any impacts of the proposed project on water bodies or protected areas (including shellfish protected areas) under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 and source protection zones (SPZs) around potable groundwater abstractions ▪ how climate change could impact any of the above in the future ▪ any cumulative effects	Reference 5.1.8) discusses the pathways between the Project and the Transmission Assets. Impacts on protected areas are assessed in the **RIAA** (Document Reference 4.9) and the **MCZ Assessment** (Document Reference 4.13), **Chapter 9 Benthic Ecology** (Document Reference 5.1.9), **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10), **Chapter 11 Marine Mammals** (Document Reference 5.1.11) and **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) where impacts to water quality are considered. Cumulative effects have been addressed in **Section 8.7** of **Chapter 8 Marine Sediment and Water Quality**. As such, the Project can be considered to be in accordance with paragraph 5.16.7 of EN-1.
Paragraph 5.16.9	The risk of impacts on the water environment can be reduced through careful design to facilitate adherence to good pollution control practice.	Embedded mitigation measures incorporated into the design of the Project include: ▪ All vessels involved will be required to comply with the International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78. Pollution controls will be contained within the final Project Environmental Management Plan (PEMP) which will be produced and implemented to cover the construction and the operation and maintenance phases of the Project. The PEMP is secured in a condition in the DML in the **draft DCO** (Document Reference 3.1).

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
		▪ An **Outline PEMP** has been submitted with the DCO application (Document Reference 6.2) which will be developed further in consultation with key stakeholders for approval by the MMO post-consent. ▪ Preparation of Construction Method Statements (CMS), post-consent and pre-construction, setting out detailed WTG foundation and cable installation methods and techniques (based on final project design), secured in a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ Application of foundation installation techniques using methods and equipment most suitable for seabed conditions and where possible to minimise sediment suspension, secured by the design parameters set out within the **draft DCO** (Document Reference 3.1). ▪ Micro-siting will be used where possible to minimise the requirements for seabed preparation, secured by the design parameters set out within the **draft DCO** (Document Reference 3.1). Further information is in **Section 8.3.3** of **Chapter 8 Marine Sediment and Water Quality** (Document Reference 5.1.8) and **Schedule of Mitigation** (Document Reference 5.5). As such, the Project can be considered to be in accordance with paragraph 5.16.9 of EN-1.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
Impacts		
Biodiversity and ecological conservation		
Paragraph 2.8.104	Applicants should consult at an early stage of pre-application with relevant statutory consultees and energy not-for profit organisations/non-governmental organisations as appropriate, on the assessment methodologies, baseline data collection, and potential avoidance, mitigation and compensation options which should be undertaken.	The MMO and Centre for Environment, Fisheries and Aquaculture (Cefas) have been consulted in relation to Marine Sediment and Water Quality effects throughout the DCO pre-application process, including via the EPP and consultation on the PEIR. For further information, see **Section 8.2** of **Chapter 8 Marine Sediment and Water Quality** (Document Reference 5.1.8) and the **Consultation Report** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 2.8.104 of EN-3.
Physical Environment		
Paragraph 2.8.111	The construction, operation and decommissioning of offshore energy infrastructure, including the preparation and installation of the cable route and any electricity networks infrastructure can affect the following elements of the physical offshore environment, which can have knock on impacts on other biodiversity receptors: ▪ water quality – disturbance of the seabed sediments or release of contaminants can result in direct or indirect effects on habitats and biodiversity, as well as on fish stocks thus affecting the fishing industry	Potential impacts during construction, operation and maintenance, and decommissioning are assessed in **Section 8.6** and **Section 8.7** of **Chapter 8 Marine Sediment and Water Quality** (Document Reference 5.1.8). Contaminant analysis of samples collected from the seabed within the Project windfarm site indicate very low levels of contaminants. Effects on habitats are assessed in **Chapter 9 Benthic Ecology** (Document Reference 5.1.9), and on fish in **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10) and **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13). As such, the Project can be considered to be in accordance with paragraph 2.8.111 of EN-3.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-3		
Secretary of State decision making		
Paragraph 2.8.292	The Secretary of State should consider the effects of a proposed development on marine ecology and biodiversity, considering all relevant information made available by the applicant.	**Chapter 8 Marine Sediment and Water Quality** (Document Reference 5.1.8) concludes no significant effects in EIA terms from the Project alone or cumulatively. As such, the Project can be considered to be in accordance with paragraph 2.8.292 of EN-3.

2.5 Benthic ecology

22. **Table 2.5** sets out the Project's accordance with relevant policies relating to benthic ecology.

Table 2.5 Accordance with NPS policy on benthic ecology

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
Paragraph 5.4.17	Where the development is subject to EIA, the applicant should ensure that the ES clearly sets out any effects on internationally, nationally, and locally designated sites of ecological or geological conservation importance (including those outside England), on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity, including irreplaceable habitats.	An assessment of effects on benthic features of marine designated sites and other benthic habitats/species of principal importance is presented in Section 9.6 and **Section 9.7** of **Chapter 9 Benthic Ecology** (Document Reference 5.1.9). The assessed impacts include physical disturbance to seabed habitat, increased SSC and subsequent deposition, introduction and spread of Invasive Non-Native Species (INNS), underwater noise and vibration during construction, operation and maintenance and decommissioning of the Project. The assessment concludes that impacts are generally localised in nature, being restricted to the Project boundaries and immediate surrounding area. No cumulative effects from increased SSCs and sedimentation beyond Project-alone effects are identified, given the spatial distribution of other plans and projects, and the temporary and transient nature of increased SSCs and minimal sedimentation depths. Similarly, given the limited interactions, localised nature and small scale of effects from changes in habitat type due to installation and physical presence of infrastructure in the context of the abundance of benthic habitats in the

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
		wider study area, no cumulative effect beyond Project-alone is identified. The **ES** (Document Reference 5.1.1 to 5.1.23) has assessed all agreed topics and the interrelated effects among different impacts on different receptors. An assessment of effects on protected sites are in the **RIAA** (Document Reference 4.9) and the **MCZA Report** (Document Reference 4.13). As such, the Project can be considered to be in accordance with paragraph 5.4.17 of EN-1.
Paragraphs 5.4.19 and 5.4.21	The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests. The design process should embed opportunities for nature inclusive design. Energy infrastructure projects have the potential to deliver significant benefits and enhancements beyond Biodiversity Net Gain, which result in wider environmental gains (see Section 4.6 on Environmental and Biodiversity Net Gain). The scope of potential gains will be dependent on the type, scale, and location of each project.	An **Environmental Benefit and Net Gain Statement** (Document Reference 4.4) has been submitted as part of the DCO Application. Embedded mitigation measures are set out in relevant chapters of the ES including in **Table 9.3** of **Chapter 9 Benthic Ecology** (Document Reference 5.1.9), **Table 10.3** of **Chapter 10 Fish and Shellfish** (Document Reference 5.1.10), **Table 11.3** of **Chapter 11 Marine Mammals** (Document Reference 5.1.11) and **Table 12.3** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). Please also see responses to paragraphs 4.6.6 and 4.6.15 of EN-1 in **Table 2.1** of this document. As such, the Project can be considered to be in accordance with paragraphs 5.4.19 and 5.4.21 of EN-1.
Paragraph 5.4.35	Applicants should include appropriate avoidance, mitigation, compensation and enhancement measures as an integral part of the proposed development. In particular, the applicant should demonstrate that:	Embedded mitigation measures are set out in **Section 9.3.3** of **Chapter 9 Benthic Ecology** (Document Reference 5.1.9) and **Schedule Mitigation** (Document Reference 5.5). Where applicable, other mitigation

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
	▪ during construction, they will seek to ensure that activities will be confined to the minimum areas required for the works ▪ the timing of construction has been planned to avoid or limit disturbance ▪ during construction and operation best practice will be followed to ensure that risk of disturbance or damage to species or habitats is minimised, including as a consequence of transport access arrangements ▪ habitats will, where practicable, be restored after construction works have finished ▪ opportunities will be taken to enhance existing habitats rather than replace them, and where practicable, create new habitats of value within the site landscaping proposals. Where habitat creation is required as mitigation, compensation, or enhancement, the location and quality will be of key importance. In this regard habitat creation should be focused on areas where the most ecological and ecosystems benefits can be realised. ▪ mitigations required as a result of legal protection of habitats or species will be complied with.	measures required to reduce the risk of significant adverse effects on benthos are detailed in the corresponding subsections in **Section 9.6** and **Section 9.7** of **Chapter 9 Benthic Ecology** (Document Reference 5.1.9). Embedded mitigation measures in the design of the Project include: ▪ Micro-siting would be used (for foundations and cable installation) where possible to minimise the requirements for seabed preparation prior to foundation and cable installation, secured by the design parameters set out within the **draft DCO** (Document Reference 3.1). ▪ Cables would be buried where possible. The cable burial range would be between 0.5m and 3.0m below the seabed (with a target depth of 1.5m where ground conditions allow (recognised industry good practice which would reduce effects of electromagnetic fields (EMF)). A Cable Burial Risk Assessment (CBRA) would also be required to confirm the extent to which cable burial can be achieved, which will be within the Construction Method Statement which is secured by a condition in the DML in the **draft DCO** (Document Reference 3.1). Where it is not reasonably practicable to achieve cable burial, additional cable protection may be required. ▪ To minimise the extent of any unnecessary habitat disturbance, material displaced as a result of cable

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
		burial activities would be back-filled, where practicable, in order to promote recovery. ▪ Construction would continue 24/7, thereby reducing the overall programme for offshore works and the period in which potential construction related impacts may occur, secured in the Construction Method Statement which is a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ Implementation of biosecurity measures to minimise the introduction or spread of INNS would be applied and included in the PEMP, taking into account MARPOL, the Environmental Damage (Prevention and Remediation) (England) Regulations 2015 and The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), which provides an international framework for the control of transfer of potentially invasive species from ballast water, ▪ Preparation of a PEMP post-consent, as secured by a condition in the DML in the **draft DCO** (Document Reference 3.1), an **Outline PEMP** (Document Reference 6.3) is provided as part of the DCO application. An **Environmental Benefit and Net Gain Statement** (Document Reference 4.4) has also been submitted as part of the DCO Application. As such, the Project can be considered to be in accordance with paragraph 5.4.35 of EN-1.

Paragraph Reference	NPS Policy	Accordance with NPS
EN-1		
Paragraph 5.6.13	The applicant should be particularly careful to identify any effects of physical changes on the integrity and special features of Marine Protected Areas (MPAs). These could include MCZs, habitat sites including Special Areas of Conservation and Special Protection Areas with marine features, Ramsar Sites, Sites of Community Importance, and SSSIs with marine features.	The designated sites assessed in relation to benthic ecology are outlined in **Section 9.6.1**, followed by an assessment of effects in **Section 9.6.3 – Section 9.7** of **Chapter 9 Benthic Ecology** (Document Reference 5.1.9). Impacts to protected areas are assessed in the **RIAA** (Document Reference 4.9) and the **Marine Conservation Zone Assessment** (Document Reference 4.13). As such, the Project can be considered to be in accordance with paragraph 5.6.13 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Impacts		
Biodiversity and ecological conservation		
Paragraph 2.8.101	Applicants must undertake a detailed assessment of the offshore ecological, biodiversity and physical impacts of their proposed development, for all phases of the lifespan of that development, in accordance with the appropriate policy for offshore wind farm EIAs, HRAs and MCZ assessments	An assessment of effects on benthic ecology for the construction, operation/maintenance and decommissioning phases is presented in **Section 9.6** and **Section 9.7** of **Chapter 9 Benthic Ecology** (Document Reference 5.1.9). The **ES** (Document Reference 5.1.1 to 5.1.23) has assessed all relevant topics and the interrelated effects among different impacts on different receptors, as agreed with the PINS and ETGs at the pre-application stage and scoped in for assessment. **Chapter 6 EIA Methodology** (Document Reference 5.1.6) documents the process for assessing the Project's environmental effects. As such, the Project can be considered to be in accordance with paragraph 2.8.101 of EN-3.
Paragraphs 2.8.102 and 2.8.103	Applicants need to consider environmental and biodiversity net gain as set out in Section 4.6 of EN-1 and the Environment Act 2021. Applicants should assess the potential of their proposed development to have net positive effects on marine ecology and biodiversity, as well as negative effects.	An **Environmental Benefit and Net Gain Statement** (Document Reference 4.4) has been submitted as part of the DCO Application. Please also see responses to paragraphs 4.6.6 and 4.6.15 of EN-1 in **Table 2.1** of this document. As such, the Project can be considered to be in accordance with paragraphs 2.8.102 and 2.8.103 of EN-3.
Paragraph 2.8.104	Applicants should consult at an early stage of pre-application with relevant statutory consultees and energy not-for profit organisations/non governmental organisations as appropriate, on the assessment methodologies, baseline data collection, and potential	Natural England, the MMO and Cefas have been consulted with throughout the DCO pre-application process, including via the EPP and consultation on the PEIR. The consultation process has been documented in **Section 9.2** of **Chapter 9 Benthic Ecology** (Document

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	avoidance, mitigation and compensation options which should be undertaken.	Reference 5.1.9) and the **Consultation Report** (Document Reference 4.1). As such, the Project can be considered to be in accordance with paragraph 2.8.104 of EN-3.
Subtidal habitats and species		
Paragraph 2.8.126	Applicant assessment of the effects on the subtidal environment should include: ▪ loss of habitat due to foundation type including associated seabed preparation, predicted scour, scour protection and altered sedimentary processes, e.g. sandwave/boulder/UXO clearance ▪ environmental appraisal of inter-array and other offshore transmission and installation/maintenance methods, including predicted loss of habitat due to predicted scour and scour/cable protection and sandwave/boulder/UXO clearance ▪ habitat disturbance from construction and maintenance/repair vessels' extendable legs and anchors ▪ increased suspended sediment loads during construction and from maintenance/repairs ▪ predicted rates at which the subtidal zone might recover from temporary effects ▪ potential impacts from EMF on benthic fauna ▪ potential impacts upon natural ecosystem functioning	An assessment of effects on the subtidal environment is set out in **Section 9.6** and **Section 9.7** of **Chapter 9 Benthic Ecology** (Document Reference 5.1.9). The assessed impacts include physical disturbance to seabed habitat, increased SSC and subsequent deposition, introduction and spread of INNS, underwater noise and vibration during construction, operation and maintenance and decommissioning of the Project. The assessment concludes that impacts are generally localised in nature, being restricted to the Project boundaries and immediate surrounding area. No cumulative effects from increased SSCs and sedimentation beyond Project-alone are identified, given the spatial distribution of other plans and projects, and the temporary and transient nature of increased SSCs and minimal sedimentation depths. Similarly, given the limited interactions, localised nature and small scale of effects from changes in habitat type due to installation and physical presence of infrastructure in the context of the abundance of benthic habitats in the wider study area, no cumulative effect beyond Project-alone is identified. As such, the Project can be considered to be in accordance with paragraph 2.8.126 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	▪ protected sites; and ▪ potential for invasive/non-native species introduction.	
Mitigation		
Subtidal habitats and species		
Paragraphs 2.8.233 and 2.8.234	Applicants should design construction, maintenance and decommissioning methods appropriately to minimise effects on subtidal habitats, taking into account other constraints. Mitigation measures which applicants are expected to have considered include: ▪ surveying and micrositing of the turbines, designing array layout, or re-routing of the export and inter-array cables to avoid adverse effects on sensitive/protected habitats, biogenic reefs or protected species; ▪ Reducing as much as possible the amount of infrastructure that will cause habitat loss in ▪ sensitive/protected habitats; ▪ burying cables at a sufficient depth, taking into account other constraints, to allow the seabed to recover to its natural state; and ▪ the use of anti-fouling paint could be minimised on subtidal surfaces in certain environments, to encourage species' colonisation on the structures, unless this is within a soft sediment MPA and thus would allow colonisation by species that would not normally be present.	Please see the response under paragraph 5.4.35 of EN-1 in **Table 2.5** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.234 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Secretary of State decision making		
Paragraph 2.8.292	The Secretary of State should consider the effects of a proposed development on marine ecology and biodiversity, considering all relevant information made available by the applicant.	**Chapter 9 Benthic Ecology** (Document Reference 5.1.9) concludes no significant effects in EIA terms from the Project alone or cumulatively. As such, the Project can be considered to be in accordance with paragraph 2.8.292 of EN-3.

2.6 Fish and shellfish ecology

23. **Table 2.6** sets out the Project's accordance with relevant policies relating to fish and shellfish ecology.

Table 2.6 Accordance with NPS policy on fish and shellfish ecology

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Paragraph 5.4.22	The design of Energy NSIP proposals will need to consider the movement of mobile / migratory species such as birds, fish and marine and terrestrial mammals and their potential to interact with infrastructure. As energy infrastructure could occur anywhere within England and Wales, both inland and onshore and offshore, the potential to affect mobile and migratory species across the UK and more widely across Europe (transboundary effects) requires consideration, depending on the location of development.	**Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10) has assessed the effects on the identified receptors as set out in **Section 10.5** (spawning grounds, nursery grounds, pelagic fish, demersal fish, diadromous fish, elasmobranchs, molluscs, crustaceans, designated sites) during construction, operation and maintenance, and decommissioning phases of the Project. The assessment for the Project has been undertaken taking account of the distribution of fish stocks and populations irrespective of national jurisdictions. The effects (**Sections 10.6** and **10.7** of **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10) that have been assessed are mostly anticipated to result in a negligible adverse to minor adverse significance for the above-mentioned receptors, due to the relatively small-scale nature of the Project in the context of the wider Irish Sea, available alternative habitats, and temporary nature of the major construction activities. All potential cumulative effects arising from all identified relevant projects have been considered holistically. Overall, cumulative effects are not identified as significant in EIA terms. The impacts on other mobile species have been assessed in **Chapter 11 Marine Mammals** (Document Reference 5.1.11) and **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12).

		As such the Project can be considered to be in accordance with paragraph 5.4.22 of EN-1.
EN-1		
Paragraph 5.4.35	Applicants should include appropriate avoidance, mitigation, compensation and enhancement measures as an integral part of the proposed development. In particular, the applicant should demonstrate that: ▪ during construction, they will seek to ensure that activities will be confined to the minimum areas required for the works ▪ the timing of construction has been planned to avoid or limit disturbance ▪ during construction and operation best practice will be followed to ensure that risk of disturbance or damage to species or habitats is minimised, including as a consequence of transport access arrangements ▪ habitats will, where practicable, be restored after construction works have finished ▪ opportunities will be taken to enhance existing habitats rather than replace them, and where practicable, create new habitats of value within the site landscaping proposals. Where habitat creation is required as mitigation, compensation, or enhancement, the location and quality will be of key importance. In this regard habitat creation should be focused on areas where the most ecological and ecosystems benefits can be realised. ▪ mitigations required as a result of legal protection of habitats or species will be complied with.	Embedded mitigation measures relevant to the fish and shellfish ecology assessment, which has been incorporated into the design of the Project are set out in **Table 10.3** of **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10) and **Schedule of Mitigation** (Document Reference 5.5). Embedded mitigation measures include: ▪ Cable burial: cable burial range is between 0.5m and 3.0m below the seabed (with a target depth of 1.5m, where ground conditions allow (recognised industry good practice, which would reduce effects of EMF)). A detailed CBRA would also be required to confirm the extent to which cable burial can be achieved, found within the Construction Method Statement which is secured by a condition in the DML in the **draft DCO** (Document Reference 3.1). Where it is not reasonably practicable to achieve cable burial, additional cable protection may be required. ▪ Foundation construction: A soft-start and ramp-up protocol for pile driving (if piled foundations are selected) may also allow mobile species to move away from the area before the maximum hammer energy with the greatest noise impact area is reached, found in the Construction Method Statement and MMMP which are secured by a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ Construction duration: construction activities could be 24 hours, thus reducing the overall period for potential impacts to fish communities in proximity to the windfarm site, found in the Construction Method

		Statement and MMMP which are secured by a condition in the DML in the **draft DCO** (Document Reference 3.1)
EN-1		
		An **Environmental Benefit and Net Gain Statement** (Document Reference 4.4) has also been submitted as part of the DCO Application. As such the Project can be considered to be in accordance with paragraph 5.4.35 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Impacts		
Fish		
Paragraph 2.8.147	Fish in the context of this NPS also includes elasmobranchs (sharks and rays) and shellfish (e.g., crabs).	Elasmobranchs and shellfish have been considered and assessed in **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10). As such, the Project can be considered to be in accordance with paragraph 2.8.147 of EN-3.
Paragraph 2.8.148	There is the potential for the construction and decommissioning phases, including activities occurring both above and below the seabed, to impact fish communities, migration routes, spawning activities and nursery areas of particular species.	**Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10) has considered the effects of construction, operation and maintenance, and decommissioning, are considered with respect to fish communities, migration routes, spawning activities and nursery areas of particular species. The effects on the seabed have been considered in **Chapter 9 Benthic Ecology** (Document Reference 5.1.9). The assessment of the benthic ecology concludes that impacts are generally localised in nature, being restricted to the Project boundaries and immediate surrounding area. As such, the Project can be considered to be in accordance with paragraph 2.8.148 of EN-3.
Paragraph 2.8.149	There are potential impacts associated with energy emissions into the environment (e.g. noise or electromagnetic fields (EMF)), as well as potential interaction with seabed sediments.	**Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10) has considered underwater noise, EMF and potential interaction with seabed sediments for the Project alone and cumulative effects. A summary of the impact assessment for fish and shellfish is provided in **Table 10.47** of **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10). The impacts from underwater noise and vibration, increased suspended sediments and sediment re-deposition, interactions of EMF and introduction (and removal) of hard substrate, are all considered not significant in EIA terms.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		As such, the Project can be considered to be in accordance with paragraph 2.8.149 of EN-3.
Paragraph 2.8.150	The applicant should identify fish species that are the most likely receptors of impacts with respect to: ▪ spawning grounds; ▪ nursery grounds; ▪ feeding grounds; ▪ over-wintering areas for crustaceans; ▪ migration routes; and ▪ protected sites.	Fish and shellfish species which may be likely receptors of impacts are identified in **Section 10.5** of **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10). Fish and shellfish receptors relevant to the Project are: sandeel, common sole, plaice, cod, whiting, mackerel, herring, spurdog, anglerfish, tope, thornback ray, spotted ray, Atlantic herring, European eel, sea lamprey, river lamprey, sea trout and Atlantic Salmon. The entire list of species assessed is set out in **Table 10.17** of **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10). The Project does not directly overlap with any designated sites and relevant designated features have been assessed. Assessments of potential effects on site integrity, is provided within the accompanying **RIAA** (Document Reference 4.9). Similarly, effects on MCZs are assessed fully in the accompanying **MCZA Report** (Document Reference 4.13). As such, the Project can be considered to be in accordance with paragraph 2.8.150 of EN-3.
Paragraph 2.8.151	Applicant assessments should identify the potential implications of underwater noise from construction and unexploded ordnance including, where possible, implications of predicted construction and soft start noise levels in relation to mortality, permanent threshold shift (PTS), temporary threshold shift (TTS) and disturbance, and addressing both sound pressure and particle motion) and EMF on sensitive fish species.	The potential implication of underwater noise and EMFs including particle motion, discussion of Temporary Threshold Shift (TTS) and Permanent Threshold Shift (PTS) and soft-start/ramp-up pile driving are assessed in **Section 10.6** of **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10). Underwater noise modelling has included UXO clearance with an assessment at a high level. It is noted that any UXO clearance would be subject to a separate marine licence application post-consent and is considered within the cumulative assessment as appropriate.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		There are no designated sites for fish and shellfish within mortality or injury impact ranges. The impact range for TTS is 33km. Given the separation achieved between the Project windfarm site and designated sites for fish and shellfish species, and a maximum TTS impact range of 31km from the piling source, the magnitude of impact upon designated sites has been assessed as negligible. Overall, cumulative effects are not identified as significant in EIA terms. In the case of herring spawning at the Isle of Man spawning grounds, there is no assessed potential for the Project to contribute to a significant behavioural effect alone or cumulatively. The assessment concludes there is potential for underwater noise from piling during construction to travel into the territorial waters of the Isle of Man (noting the Isle of Man is not an EEA state but a self-governing British Crown Dependency). The precautionary worst-case impact ranges for temporary behavioural disturbance for the most sound sensitive fish species do not overlap herring spawning grounds. The greatest noise impact range for all other fish and shellfish species is 33km for TTS. This 33km ZoI for noise- induced TTS does not extend into Isle of Man waters. All underwater noise impacts on fish/shellfish are assessed to be low to negligible adverse significance. As such, the Project can be considered to be in accordance with paragraph 2.8.151 of EN-3.
Mitigation		
Fish		

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.245	EMF in the water column during operation, is in the form of electric and magnetic fields, which are reduced by use of armoured cables for inter-array and export cables.	Armoured cables would be buried to a depth range of 0.5-3m, and a target depth of 1.5m where conditions allow, substantially reducing the levels of EMF in the surrounding area and water column. Where cable burial is not possible, for example due to hard substrate or for cable crossings, cable protection would be added to reduce the levels of EMF. These requirements will be found in the CBRA within the Construction Method Statement, secured in the DML in the **draft DCO** (Document Reference 3.1). The introduction of external cable protection material will be minimised, and a DML condition in the **draft DCO** (Document Reference 3.1) will secure the submission and approval by the MMO in consultation with the relevant SNCB, of a Cable Specification and Installation Plan. Worst case quantities of external cable protection have been detailed in the project design and maximum volumes are specified as a design parameter in the **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 2.8.245 of EN-3.
Paragraph 2.8.246	Burial of the cable increases the physical distance between the maximum EMF intensity and sensitive species. However, what constitutes sufficient depth to reduce impact may depend on the geology of the seabed.	**Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10) has assessed the interaction of EMF with fish and shellfish receptors. Given that a small area around the Project cables where the presence of EMF may be detected and most EMF exposures would be expected to be short, in the order of minutes, whilst these highly mobile species are moving through the windfarm site, the effects are not significant in EIA terms. Please also see the response under paragraph 2.8.245 of EN-3 in **Table 2.6** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.246 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.247	It is unknown whether exposure to multiple cables and larger capacity cables may have a cumulative impact on sensitive species. It is therefore important to monitor EMF emissions which may provide the evidence to inform future EIAs.	Given the proposed target burial depth of 1.5m, and the findings of the EMF assessment (**Section 10.6.3.4** of **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10)), based on the latest available data, the EMF strengths predicted at the seabed are not anticipated to be at a level which warrants a Project-specific monitoring campaign. As such, the Project can be considered to be in accordance with paragraph 2.8.247 of EN-3.
Paragraph 2.8.249	Construction of specific elements can also be timed to reduce impacts on spawning or migration. Underwater noise mitigation can also be used to prevent injury and death of fish species.	Embedded mitigations that may reduce noise impacts on fish receptors are set out in **Table 10.3** of **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10) and **Schedule of Mitigation** (Document Reference 5.5). Embedded mitigation measures relating to underwater noise include: ▪ Foundation construction: A soft-start and ramp-up protocol for pile driving (if piled foundations are selected) may also allow mobile species to move away from the area before the maximum hammer energy with the greatest noise impact area is reached. Details will be in the Construction Method Statement and Marine Mammals Mitigation Protocol (MMMP), both secured by a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ Construction duration: construction activities could be 24 hours, thus reducing the overall period for potential impacts to fish communities in proximity to the windfarm site, detailed within the Construction Method Statement required under a condition in the DML in the **draft DCO** (Document Reference 3.1).

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		▪ Measures to mitigate underwater noise will be secured via a MMMP under a DML condition in the **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 2.8.249 of EN-3.
Secretary of State decision making		
Paragraph 2.8.310	The use of external cable protection has been suggested as a mitigation for EMF (by increasing the distance between fish species and individual cables). However, the Secretary of State should also consider any negative impacts from external cable protection on benthic habitats, and a balance between protection of various receptors must be made, with all mitigation and alternatives reviewed.	The primary means of cable protection is to bury the cable in a range between 0.5m and 3.0m below the seabed, with a target depth of 1.5m, where ground conditions allow (recognised industry good practice), which would reduce effects of EMF. The introduction of external cable protection material will be minimised, and a DML condition in the **draft DCO** (Document Reference 3.1) will secure the submission and approval by the MMO in consultation with the relevant SNCB, of a Cable Specification and Installation Plan. Worst case quantities of external cable protection have been detailed in the project design and maximum volumes are specified as a design parameter in the draft DCO. The potential effects to the seabed during construction have been considered in **Chapter 7 Marine Geology, Oceanography and Physical Processes** (Document Reference 5.1.7), **Chapter 8 Marine Sediment and Water Quality** (Document Reference 5.1.8), **Chapter 9 Benthic Ecology** (Document Reference 5.1.9). The assessments to the marine geology, water quality and benthic ecology conclude that impacts are generally localised in nature, being restricted to the Project boundaries and immediate surrounding area. As set out in **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10), the effects on fish and shellfish receptors have been assessed to result in a negligible to minor

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		adverse significance (not significant in EIA terms), due to the relatively small-scale nature of the Project in the context of the wider Irish Sea, available alternative habitats, and temporary nature of the major construction activities. All potential cumulative effects arising from all identified relevant projects have been considered holistically. Overall, cumulative effects are not identified as significant in EIA terms. As such, the Project can be considered to be in accordance with paragraph 2.8.310 of EN-3.

2.7 Marine mammals

24. **Table 2.7** sets out the Project's accordance with relevant policies relating to marine mammals.

Table 2.7 Accordance with NPS policy on marine mammals

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Paragraph 5.4.17	Where the development is subject to EIA the applicant should ensure that the ES clearly sets out any effects on internationally, nationally, and locally designated sites of ecological or geological conservation importance (including those outside England), on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity, including irreplaceable habitats.	Any internationally, nationally, and locally designated sites, where marine mammals are a qualifying feature, were identified in **the Habitats Regulation Assessment (HRA) screening process** (Document Reference 4.10). Any potential effects on these sites were assessed in the **Report to Inform Appropriate Assessment** (RIAA) (Document Reference 4.9). The potential effects of the Isle of Man (IoM) Marine Nature Reserves (MNR) has been assessed in **Section 11.8.1** of **Chapter 11 Marine Mammals** (Document Reference 5.1.11). Considering the minimal impact evident from the Project-alone, along with the assessment of cumulative effects, the likelihood of significant transboundary effects with the IoM MNRs was determined to be low for all species given mitigations required by all projects. As such, the Project can be considered to be in accordance with paragraph 5.4.17 of EN-1.
Paragraph 5.4.19	The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.	Embedded mitigation measures are set out in relevant chapters of the ES including in **Table 9.3** of **Chapter 9 Benthic Ecology** (Document Reference 5.1.9), **Table 10.3** of **Chapter 10 Fish and Shellfish** (Document Reference 5.1.10), **Table 11.3** of **Chapter 11 Marine Mammals** (Document Reference 5.1.11), **Table 12.3** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) and

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		Table 7.3 of **Chapter 7 Marine Geology, Oceanography and Physical Processes** (Document Reference 5.1.7. Furthermore, the **Draft Marine Mammal Mitigation Protocol** (Document Reference 6.5) set out measures to conserve the biodiversity of marine mammals by means of mitigation. The Applicant is committed to reporting to the MMO post-consent: records of marine mammal observations, conditions, and any actions taken as well as data collected during piling operations (if implemented), and any description of technical problems encountered. The report would also discuss the protocols followed and put forward any recommendations and lessons learned, based on the mitigation measures used, that could benefit future construction projects. The Applicant has also provided an **Environmental Benefit and Net Gain Statement** (Document Reference 4.4) as part of the DCO Application. As such, the Project can be considered to be in accordance with paragraph 5.4.19 of EN-1.
Paragraph 5.4.22	The design of energy NSIP proposals will need to consider the movement of mobile / migratory species such as birds, fish and marine and terrestrial mammals and their potential to interact with infrastructure. As energy infrastructure could occur anywhere within England and Wales, both inland and onshore and offshore, the potential to affect mobile and migratory species across the UK and more widely across Europe (transboundary effects) requires consideration, depending on the location of development.	Detailed consideration and assessment of the marine mammal species that have the potential to interact with the Project is provided in **Chapter 11 Marine Mammals** (Document Reference 5.1.11). The movement of other mobile species such as fish and birds are considered in **Chapter 10 Fish and Shellfish** (Document Reference 5.1.10) and **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). As such, the Project can be considered to be in accordance with paragraph 5.4.22 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Paragraph 5.4.35	Applicants should include appropriate avoidance, mitigation, compensation, and enhancement measures as an integral part of the proposed development. In particular, the applicant should demonstrate that: ▪ During construction, they will seek to ensure that activities will be confined to the minimum areas required for the works ▪ The timing of construction has been planned to avoid or limit disturbance ▪ During construction and operation best practice will be followed to ensure that risk of disturbance or damage to species or habitats is minimised, including as a consequence of transport access arrangements ▪ Habitats will, where practicable, be restored after construction works have finished Opportunities will be taken to enhance existing habitats rather than replace them, and where practicable, create new habitats of value within the site landscaping proposals. Where habitat creation is required as mitigation, compensation, or enhancement, the location and quality will be of key importance. In this regard habitat creation should be focused on areas where the most ecological and ecosystems benefits can be realised.	The **Design Statement** (Document Reference 4.3) demonstrates how the site selection process has minimised the site area and seeks to limit the number of Offshore Renewable Energy Installation (OREI) consistent with efficiency of generation in line with the Project objectives (Decarbonisation, Security of Supply, Affordability and Coordination) and the Adaptability and Reuse and Planet Positive Design Principles. The proposed mitigation measures are outlined in **Section 11.3.3** of **Chapter 11 Marine Mammals** (Document Reference 5.1.11), **Schedule of Mitigation** (Document Reference 5.5) and the **Draft Marine Mammal Mitigation Protocol** (Document Reference 6.5). Mitigation commitments for marine mammals include: ▪ No concurrent Project piling is to be undertaken, details found in the Construction Method Statement and MMMP, both secured by a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ Each piling event would commence with a soft-start at a lower hammer energy followed, by a gradual ramp-up to the maximum hammer energy required, details found in the Construction Method Statement and MMMP, both secured by a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ Commitment to the production of a MMMP post-consent for piling and to apply best practice measures to reduce collision risk, secured under a condition in the DML in the **draft DCO** (Document Reference 3.1). This would include details of the embedded mitigation for the soft-start and hammer energy ramp-up, as well as details of the proposed

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		mitigation zone and any additional mitigation measures required in order to minimise potential impacts of any physical injury or PTS. ▪ Commitment to the production of a PEMP post-consent which would include procedures and measures to reduce the spread of INNS and a Marine Pollution Contingency Plan (MPCP) to minimise the risk of and effects in the event of an accidental spill, both of which are secured under a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ Where reasonably practicable, vessel movements would follow set routes (and hence areas where marine mammals are accustomed to vessels) to reduce collision risk. In line with efficient programming of tasks and utilisation of vessels, all vessel movements associated with the Project would be kept to a minimum. These commitments would be established in the VTMP which would be secured by a condition in the DML in the **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 5.4.35 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraphs 2.8.41 and 2.8.42	The UK Government has obligations to protect the marine environment with a network of well managed Marine Protected Areas (MPAs), which also includes Highly Protected Marine Areas (HPMAs). MCZs together with HPMAs, SACs SPAs, and Ramsar sites and marine elements of SSSIs form an ecologically coherent network of MPAs. Government has set a target for MPA condition under the Environment Act 2021. Given the scale of offshore wind deployment required to meet 2030 and 2050 ambitions, applicants will need to give close consideration to impacts on MPAs, either alone or in combination, and employ the mitigation hierarchy, and if necessary, provide compensation (both individually and in combination with other plans or projects) which may be needed to approve their projects.	Please see the response under paragraph 5.4.17 of EN-1 in **Table 2.7** of this document. As such, the Project can be considered to be in accordance with paragraphs 2.8.41 and 2.8.42 of EN-3.
Paragraph 2.8.105	In developing proposals applicants must refer to the most recent best practice advice originally provided by Natural England under the Offshore Wind Enabling Action Programme, and/or their relevant SNCB.	The principal guidance documents used to inform the marine mammals assessment include, but are not limited to: ▪ The Protection of Marine European Protected Species (EPS) from Injury and Disturbance: Draft Guidance for the Marine Area in England and Wales and the UK Offshore Marine Area (Joint Nature Conservation Committee (JNCC et al., 2010a) ▪ Guidance for assessing the significance of noise disturbance against Conservation Objectives of harbour porpoise SACs (JNCC, Department of Agriculture, Environment and Rural Affairs (DAERA) and NE, 2020)

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		▪ JNCC guidelines for minimising the risk of injury to marine mammals from using explosives (JNCC, 2010b) ▪ Statutory Nature Conservation Agency Protocol for Minimising the Risk of Injury to Marine Mammals from Piling Noise (JNCC, 2010c) Best practice guidance by Natural England and other SNCB (e.g. JNCC, Defra) have been applied where appropriate throughout **Chapter 11 Marine Mammals** (Document Reference 5.1.11). As such, the Project can be considered to be in accordance with paragraph 2.8.95 of EN-3.
Impacts		
Biodiversity and ecological conservation		
Paragraph 2.8.101	Applicants must undertake a detailed assessment of the offshore ecological, biodiversity and physical impacts of their proposed development, for all phases of the lifespan of that development, in accordance with the appropriate policy for offshore wind farm EIAs, HRAs and MCZ assessments (See Sections 4.3 and 5.4 of EN-1).	**Chapter 11 Marine Mammals** (Document Reference 5.1.11) provides a detailed assessments for all phases of the lifespan of the Project, the construction phase (**Section 11.6.3)**, the operation and maintenance phase **(Section 11.6.4**) and the decommissioning phase **(Section 11.6.5)**. The **RIAA** (Document Reference 4.9) has considered these phases of the Project in the assessment. The **MCZ Assessment** (Document Reference 4.13) has also considered these phases (but is not relevant to marine mammals). As such, the Project can be considered to be in accordance with paragraph 2.8.101 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.103	Applicants should assess the potential of their proposed development to have net positive effects on marine ecology and biodiversity, as well as negative effects.	All potential effects from the Project on marine mammals, have been assessed in **Chapter 11 Marine Mammals** (Document Reference 5.1.11). As such, the Project can be considered to be in accordance with paragraph 2.8.103 of EN-3.
Paragraph 2.8.104	Applicants should consult at an early stage of pre- application with relevant statutory consultees and energy not-for profit organisations/non-governmental organisations as appropriate, on the assessment methodologies, baseline data collection, and potential avoidance, mitigation and compensation options should be undertaken.	Consultation on assessment methodologies and baseline data collection as part of the EPP is detailed in **Appendix 11.5 Marine Mammal Consultation Responses** (Document Reference 5.2.11.5) and the **Consultation Report** (Document Reference 4.1). As such, the Project can be considered to be in accordance with paragraph 2.8.104 of EN-3.
Impacts		
Marine Mammals		
Paragraph 2.8.129	If construction and associated noise levels are likely to lead to an offence under Part 3 of the Habitats Regulations (which would include deliberately disturbing, injuring or killing), applicants will need to apply for a wildlife licence to allow the activity to take place	The Applicant will engage with the MMO to apply for an EPS Licence for piling and UXO clearance if required. If an EPS License is required, an application will be made post-consent. Further information is in **Other Consents or Licenses Required** (Document Reference 4.15), **Chapter 11 Marine Mammals** (Document Reference 5.1.11), **Draft Marine Mammal Mitigation Protocol** (Document Reference 6.5). As such, the Project can be considered to be in accordance with paragraph 2.8.129 of EN-3.
Paragraph 2.8.130	The development of offshore wind farms can also impact fish species (see paragraphs 2.8.235 – 2.8.239), which can have	**Chapter 11 Marine Mammals** (Document Reference 5.1.11) has considered potential changes to prey resources as a result of:

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	indirect impacts on marine mammals if those fish are prey species.	▪ Physical seabed disturbance during construction ▪ Remobilisation of contaminated sediments, increased suspended sediments and sediment deposition during construction ▪ Construction piling underwater noise and vibration, including barrier effects ▪ Changes in fishing activity during construction and operation ▪ Temporary and permanent habitat loss ▪ From EMF during operation and maintenance Prey species have also been considered in **Chapter 10 Fish and Shellfish** (Document Reference 5.1.10) and in the **RIAA** (Document Reference 4.9). As such, the Project can be considered to be in accordance with paragraph 2.8.130 of EN-3.
Paragraph 2.8.131	Where necessary, assessment of the effects on marine mammals should include details of: ▪ likely feeding areas and impacts on prey species and prey habitat; ▪ known birthing areas/haul out sites for breeding and pupping; ▪ migration routes; ▪ protected sites; ▪ baseline noise levels;	**Chapter 11 Marine Mammals** (Document Reference 5.1.11), **Appendix 11.2 Marine Mammal Information and Survey Data** (Document Reference 5.2.11.2) and the **RIAA** (Document Reference 4.9) provide a description of the existing and future environment, including likely feeding areas and prey, seal haul-out sites, migration routes and protected areas. **Sections 11.6** and **11.7** of **Chapter 11 Marine Mammals** (Document Reference 5.1.11) have undertaken an assessment of the effects on marine mammals, including:

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	▪ predicted construction and soft start noise levels in relation to mortality, permanent threshold shift (PTS), temporary threshold shift (TTS) and disturbance; ▪ operational noise; ▪ duration and spatial extent of the impacting activities including cumulative/in-combination effects with other plans or projects; ▪ collision risk; ▪ entanglement risk; and ▪ barrier risk.	▪ The assessment for PTS, TTS and disturbance from underwater noise, including during construction from pile driving and soft-start noise levels. ▪ The assessment of operational noise ▪ The assessment of collision risk with vessels during construction, operation and maintenance respectively. ▪ The assessment of potential barrier effects from underwater noise or physical presence of the Project infrastructure, and ▪ The assessment of cumulative effects. Updated mitigation measures will also be provided in the revised **Draft Marine Mammal Mitigation Protocol** (MMMP) (Document Reference 6.5) as secured under the **draft DCO** (Document Reference 3.1) should piling or UXO clearance be required. EPS Licences would also be required for these activities. Both the MMMP and EPS licence applications would include assessments of the potential impacts of underwater noise on marine mammal receptors specific to those activities, with the most appropriate available mitigation applied. As such, the Project can be considered to be in accordance with paragraph 2.8.131 of EN-3.
Paragraph 2.8.132	The scope, effort and methods required for marine mammal surveys should be discussed with the relevant SNCB.	Monthly aerial marine mammal surveys were conducted at the Project over a period of two years (2021-2023). The requirements of the surveys were discussed with the relevant SNCBs as part of the EPP. Survey details are provided in **Section 11.4.2.1** of **Chapter 11 Marine**

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		Mammals (Document Reference 5.1.11) and **Appendix 11.2 Marine Mammal Information and Survey Data** (Document Reference 5.2.11.2). A DML condition of the **draft DCO** (Document Reference 3.1) would also secure consultation with Natural England on the methodology and timing of any further marine mammal surveys required post-consent as a statutory MMO consultee on the discharge of monitoring conditions. As such, the Project can be considered to be in accordance with paragraph 2.8.132 of EN-3.
Paragraphs 2.8.133 and 2.8.134	The applicant should discuss any proposed noisy activities with the relevant statutory body and must reference the joint JNCC and SNCB underwater noise guidance, and any successor of this guidance, in relation to noisy activities (alone and in- combination with other plans or projects) within SACs SPAs, and Ramsar sites, in addition to the JNCC mitigation guidelines for piling, explosive use, and geophysical surveys. Where the assessment identifies that noise from construction and UXO clearance may reach noise levels likely to lead to noise thresholds being exceeded (as detailed in the JNCC guidance) or an offence as described in paragraph 2.8.119 above, the applicant must look at possible alternatives or appropriate mitigation.	The Applicant has discussed noisy activities through the EPP (Marine Mammal Ecology ETG), as outlined in **Section 11.2** of **Chapter 11 Marine Mammals** (Document Reference 5.1.11), **Appendix 11.5 Marine Mammal Consultation Responses** (Document Reference 5.2.11.5) and **the Consultation Report** (Document Reference 4.1). Reference has been made to the JNCC underwater noise guidance (JNCC et al., 2020) in relation to noisy activities (alone and in-combination with other plans or projects) for the assessment of effects on European Sites in the **RIAA** (Document Reference 4.9). The proposed mitigation measures are outlined in **Section 11.3.3** of **Chapter 11 Marine Mammals** (Document Reference 5.1.11) and **Schedule of Mitigation** (Document Reference 5.5). The proposed monitoring is outlined in **Section 11.12** of **Chapter 11 Marine Mammals** (Document Reference 5.1.11). A DML Condition of the **draft DCO** (Document Reference 3.1) would secure the approval by the MMO in consultation with the relevant statutory nature

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		conservation body of any proposed construction monitoring (which would accord with the in-principle monitoring plan), including methodologies and timings, to be carried out during the construction of the authorised project. Any required UXO clearance activities would be subject to a separate ML application, however, an indicative UXO Assessment has been provided for information in **Appendix 11.3 Marine Mammal Unexploded Ordnance Assessment** (Document Reference 5.2.11.3). The **Draft Marine Mammals Mitigation Protocol** (Document Reference 6.6) included as part of the DCO Application includes potential mitigation protocols for UXO clearance. As such, the Project can be considered to be in accordance with paragraphs 2.8.133 and 2.8.134 of EN-3.
Paragraph 2.8.135	The applicant should develop a Site Integrity Plan (SIP) or alternative assessments for projects in English and Welsh waters to allow the cumulative impacts of underwater noise to be reviewed closer to the construction date, when there is more certainty in other plans and projects.	The Project is not situated in any SAC designated for marine mammals, thus a Site Integrity Plan (SIP) is not required. The potential for additive underwater noise effects however is acknowledged and if required, collective management of underwater noise from piling and UXO campaigns with other projects under construction simultaneously would be detailed in the respective final MMMPs for these activities, which would be approved by the MMO in consultation with the relevant SNCB. The **RIAA** (Document Reference 4.9) has been included with the DCO Application and assesses the effects on site integrity on European designated site. As such, the Project can be considered to be in accordance with paragraph 2.8.135 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Mitigation		
Paragraph 2.8.237	Monitoring of the surrounding area before and during the piling procedure can be undertaken by various methods including marine mammal observers and passive acoustic monitoring. Active displacement of marine mammals outside potential injury zones can be undertaken using equipment, such as acoustic deterrent devices. Soft start procedures during pile driving may be implemented. This enables marine mammals in the area disturbed by the sound levels to move away from the piling before physical or auditory injury is caused.	Monitoring requirements are described in the **Outline In Principle Monitoring Plan** (Document Reference 6.5) and include in **Table 2.3** potential monitoring (including for auditory injury or disturbance resulting from underwater noise), which would be further developed and agreed with stakeholders prior to construction, taking account of the final detailed design of the Project. The **draft DCO** (Document Reference 3.1) would secure the approval of a final Monitoring Plan by the MMO in consultation with NE. Proposed mitigation measures include a soft-start at a lower hammer energy for each piling event (if required), followed by a gradual ramp-up to the maximum hammer energy required. It is expected that ADDs would be used as part of the mitigation for both UXO clearance and piling if required. MMMPs would be developed for UXO clearance and piling as outlined in the **Draft MMMP** (Document Reference 6.6). This would be presented in accordance with DML conditions prior to construction for piling and would accompany a UXO clearance ML application if required. Please also see the response under paragraph 5.4.35 of EN-1 in **Table 2.7** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.237 of EN-3.
Paragraph 2.8.238	Where noise impacts cannot be avoided, other mitigation should be considered, including alternative installation methods and noise abatement technology, spatial/temporal restrictions on noisy activities, alternative foundation types	Mitigation to reduce the impacts from underwater noise are provided in the **Draft MMMP** (Document Reference 6.6) and **Schedule of Mitigation** (Document Reference 5.5) with the DCO application.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		The required mitigation measures for piling and UXO clearance if required would be further developed in the pre-construction period and would be based upon best available information and methodologies at that time, in consultation with the relevant SNCBs and the MMO. As such, the Project can be considered to be in accordance with paragraph 2.8.238 of EN-3.
Paragraph 2.8.239	Applicants should undertake a review of up-to-date research and all potential mitigation options presented as part of the application, having consulted the relevant JNCC mitigation guidelines.	The relevant JNCC mitigation guidelines are taken into account as outlined in **Section 11.4.1.3** and **Section 11.12** of **Chapter 11 Marine Mammals** (Document Reference 5.1.11). The required mitigation measures for piling and UXO clearance if required would be further developed in the pre-construction period and would be based upon best available information and methodologies at that time, in consultation with the relevant SNCBs and the MMO. As such, the Project can be considered to be in accordance with paragraph 2.8.239 of EN-3.
Secretary of State decision making		
Paragraph 2.8.312	The Secretary of State should be satisfied that the preferred methods of construction, in particular the construction method needed for the proposed foundations and the preferred foundation type, where known at the time of application, are designed to reasonably minimise significant impacts on marine mammals.	**Chapter 11 Marine Mammals** (Document Reference 5.1.11) concludes no significant effects in EIA terms from the Project alone or cumulatively. Whilst the final choice of foundation type will be made post consent, **Section 11.3** of **Chapter 11 Marine Mammals** (Document Reference 5.1.11) considers the selection of the types of foundations, construction methods and mitigation measures and these have been designed to reasonably minimise significant impacts on marine mammals. Further mitigation would be applied through

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		approval of the MMMP under the **Draft DCO** (Document Reference 3.1) if piling is required. As such, the Project can be considered to be in accordance with paragraph 2.8.312 of EN-3.
Paragraph 2.8.313	Unless suitable noise mitigation measures can be imposed by requirements to any development consent the Secretary of State may refuse the application.	The DML in the **draft DCO** (Document Reference 3.1) would secure the approval of a MMMP in line with the **Draft MMMP** (Document Reference 6.6) in the event that driven or part-driven pile foundations are proposed to be used. An EPS Licence (with accompanying MMMP) would also be required post-consent to ensure that any disturbance to marine mammals will be minimised should piling or UXO clearance be needed. As such, the Project can be considered to be in accordance with paragraph 2.8.313 of EN-3.
Paragraph 2.8.314	The conservation status of cetaceans and seals are of relevance and the Secretary of State should be satisfied that cumulative and in-combination impacts on marine mammals have been considered.	The cumulative and in-combination effects on marine mammals have been assessed in **Section 11.7** of **Chapter 11 Marine Mammals** (Document Reference 5.1.11) and the **RIAA** (Document Reference 4.9) respectively. The conservation status of relevant marine mammal species have been set out in Section 11.4.1.5 of **Chapter 11 Marine Mammals** (Document Reference 5.1.11) and in **Section 9** of the **RIAA** (Document Reference 4.9) respectively. Population modelling has been conducted for harbour porpoises, bottlenose dolphins, minke whales, harbour seals and grey seals. **Chapter 11 Marine Mammals** (Document Reference 5.1.11) explains that the Interim Population Consequences of Disturbance framework was used to predict the potential medium and long-term

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		population consequences of the predicted amount of disturbance resulting from piling at the Project. As such, the Project can be considered to be in accordance with paragraph 2.8.314 of EN-3.

2.8 Offshore Ornithology

25. **Table 2.7** sets out the Project's accordance with relevant policies relating to offshore ornithology.

Table 2.8 Accordance with NPS policy on offshore ornithology

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Paragraph 5.4.17	Where the development is subject to EIA, the applicant should ensure that the ES clearly sets out any effects on internationally, nationally, and locally designated sites of ecological or geological conservation importance (including those outside England), on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity, including irreplaceable habitats.	Effects on offshore ornithology receptors and designated sites have been considered in **Sections 12.6** to **12.11** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). As such, the Project can be considered to be in accordance with paragraph 5.4.17 of EN-1.
Paragraph 5.4.19	The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.	Embedded mitigation measures and assessment in relation to offshore ornithology are set out in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). The Applicant has also provided an **Environmental Benefit and Net Gain Statement** (Document Reference 4.4) as part of the DCO Application. As such, the Project can be considered to be in accordance with paragraph 5.4.19 of EN-1.
Paragraph 5.4.42	As a general principle, and subject to the specific policies below, development should, in line with the mitigation hierarchy, aim to avoid significant harm to biodiversity and geological conservation interests, including through consideration of reasonable alternatives (as set out in Section 4.3 above). Where significant harm cannot be avoided, impacts should be mitigated and as a last resort, appropriate compensation measures should be sought.	**Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) concludes no significant effects in EIA terms from the Project alone or cumulatively with the exception of Great Black-Backed Gull (GBBG), for which a significant cumulative impact was identified for operational collision risk. It is however unlikely that the contribution of the Project alone would make any measurable difference to the assessment outcome, or that the Project's

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		contribution could be significantly reduced by additional mitigation (even if that was possible) that the Project could deliver. The **RIAA** (Document Reference 4.9) concluded that an AEoI would not occur for the Project alone for any European sites designated for ornithological species and there would be no measurable contribution of the Project to in-combination effects. However, the Project has submitted a **Habitats Regulations Assessment Without Prejudice Derogation Case** (Document Reference 4.11) in relation to Lesser Black Backed Gull (LBBG) should the SoS not be able to conclude no AEoI in combination with other plans or projects. Therefore the applicant's assessment has concluded there would be no significant harm to ornithological receptors with the exception of GBBG in cumulative terms to which the Project would not make a measurable contribution and which has been mitigated as far as possible. In the event the SoS concludes there would be AEoI in combination with other projects in relation to LBBG, the Project makes a relatively very small contribution to this effect as demonstrated in the **RIAA**, compensatory measures are securable and CNP policy would apply to the HRA process in the terms described in section 4.2.18 to 4.2.22 of NPS EN-1. As such, the Project can be considered to be in accordance with paragraph 5.5.42 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Paragraph 5.5.43	The applicant should include appropriate mitigation measures as an integral part of the proposed development.	Embedded mitigation measures have been outlined in **Section 12.3.3** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). As such, the Project can be considered to be in accordance with paragraph 5.5.43 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.101	Applicants must undertake a detailed assessment of the offshore ecological, biodiversity and physical impacts of their proposed development, for all phases of the lifespan of that development, in accordance with the appropriate policy for offshore wind farm EIAs, HRAs and MCZ assessments.	**Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) has assessed the potential impact during the construction, operation and maintenance and decommissioning on offshore ornithology receptors. **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) concluded no significant effects from the Project alone or cumulatively with the exception of GBBG to which the Project is not considered to make a measurable contribution. The **RIAA** (Document Reference 4.9) concluded that an AEoI would not occur for Project alone for any European sites designated for ornithological species and there would be no measurable contribution of the Project to in-combination effects. However, the Project has submitted a **Habitats Regulations Assessment Without Prejudice Derogation Case** (Document Reference 4.11) in relation to LBBG should the SoS not be able to conclude no AEoI in combination with other plans or projects. See **Table 2.1**, **Table 2.3**,**Table 2.5** and **Table 2.6**. for responses in relation to MCZs. As such, the Project can be considered to be in accordance with paragraph 2.8.101 of EN-3.
Paragraph 2.8.103	Applicants should assess the potential of their proposed development to have net positive effects on marine ecology and biodiversity as well as negative effects.	All potential effects from the Project on offshore ornithology, have been assessed in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). With regard to the effects on benthic ecology, fish and shellfish ecology and marine mammals please see tables 2.5, 2.6 and 2.7 respectively. As such, the Project can be considered to be in accordance with paragraph 2.8.103 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.106	Any relevant data that has been collected as part of post-construction ecological monitoring from existing operational offshore wind farms should be referred to where appropriate.	Evidence from operational offshore windfarms has been referred to throughout the assessment (**Section 12.6** to **Section 12.10** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). As such, the Project can be considered to be in accordance with paragraph 2.8.106 of EN-3.
Paragraph 2.8.136	Offshore wind farms have the potential to impact on birds through: ▪ Collisions with rotating blades ▪ Direct habitat loss ▪ Disturbance from construction activities such as the movement of construction/decommissioning/maintenance vessels and piling ▪ Displacement during the operational phase, resulting in loss of foraging/roosting area ▪ Impacts on bird flight lines (i.e. barrier effect) and associated increased energy use by birds for commuting flights between roosting and foraging areas Impacts upon prey species and prey habitat; and impacts on protected sites	The impacts that could potentially occur on offshore ornithology receptors during the construction, operation and maintenance and decommissioning of the Project were discussed during the ETG meetings, including with Natural England and the Royal Society for the Protection of Birds (RSPB). It was agreed that the potential impacts that required detailed assessment were: ▪ **Construction phase:** ▪ Disturbance and displacement from construction activity ▪ Indirect effects through impacts on habitats and prey species ▪ **Operation and maintenance phase:** ▪ Disturbance displacement and barrier effects ▪ Collision risk ▪ Combined collision risk and displacement ▪ Indirect effects through impacts on habitats and prey species ▪ **Decommissioning phase:**

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		▪ Disturbance and displacement from construction activity ▪ Indirect effects through impacts on habitats and prey species Three potential effects were screened in for cumulative assessment, namely construction and decommissioning disturbance and displacement, operational displacement and operational collision risk, as well as the combined effects of both operational impacts. As set out in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12): ▪ During the construction and decommissioning phases of the Project, no Project-alone effects have been assessed to be greater than minor adverse significance for any offshore ornithology receptor in any biologically relevant season ▪ During the operation and maintenance phase, Project-alone effects due to disturbance, displacement and barrier effects on the more sensitive receptors screened into detailed assessment (common scoter, gannet, guillemot, razorbill, Manx shearwater and red-throated diver) would not result in effects of more than minor adverse significance during any biological season. ▪ The Project alone risk posed to offshore ornithology receptors due to collisions with Project operational WTGs is assessed as no greater than minor adverse significance for all species recorded in flight

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		at the windfarm site for all biologically relevant seasons. The **RIAA** (Document Reference 4.9) also concluded that an AEoI would not occur for Project alone for any European sites. Potential cumulative and in-combination effects on offshore ornithology receptors were also assessed - please refer to further information in the response to EN-3 paragraph 2.8.101 above. Further information is in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) and the **RIAA** (Document Reference 4.9). As such, the Project can be considered to be in accordance with paragraph 2.8.136 of EN-3.
Paragraph 2.8.137	Currently, cumulative impact assessments for ornithology are based on the consented Rochdale Envelope parameters of projects, rather than the 'as-built' parameters, which may pose a lower risk to birds.	The cumulative and in combination assessments set out in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) and the **RIAA** (Document Reference 4.9) respectively are based on the design envelope parameters proposed for consenting, and recognises the distinction between assessments based on consented designs (which in particular are likely to significantly overestimate the actual collision risk) and assessments that have been based on as-built parameters. As such, the Project can be considered to be in accordance with paragraphs 2.8.137 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.138	The applicant must ensure any draft consents include provisions to define the final 'as built' parameters (which may not then be exceeded). These parameters must be used in future cumulative impact assessments.	Provisions to define and confirm '*as built'* parameters that could not be exceeded would be secured in a DML condition of the **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 2.8.138 of EN-3.
Paragraph 2.8.140	Any ornithological 'headroom' assessed to exist between the effects defined in the 'as built' parameters and Rochdale Envelope parameters can then be released, with SNCB agreement.	In line with the Project Objective 4 "*Coordination*" and its "*Synergies and Re-use*" Design Principle the Project has included provisions in the **draft DCO** (Document Reference 3.1) restricting the post-construction windfarm to its as built parameters thus providing for ornithological headroom to be released for other purposes. As such, the Project can be considered to be in accordance with paragraph 2.8.140 of EN-3.
Paragraph 2.8.143	Applicants should discuss the scope, effort and methods required for ornithological surveys with the relevant statutory advisor, taking into consideration baseline and monitoring data from operational windfarms.	Natural England (NE) was consulted on the baseline aerial survey programme by the Applicant, noting this was before the commencement of the EPP and has been consulted throughout the EPP including on surveys to inform **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) and the **RIAA** (Document Reference 4.9). Evidence from operational offshore windfarms has been referred to throughout the assessment in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) and the **RIAA** (Document Reference 4.9). NE will also be consulted by the MMO on the discharge of the final **In-Principle Monitoring Plan** and any specific ecological monitoring programmes prior to the start of any survey works under DML conditions secured in the **draft DCO** (Document Reference 3.1). Further information is in the **Consultation Report** (Document Reference 4.1).

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		As such, the Project can be considered to be in accordance with paragraph 2.8.143 of EN-3.
Paragraph 2.8.144	Applicants must undertake collision risk modelling, as well as displacement and population viability assessments for certain species of birds. Applicants are expected to seek advice from SNCBs.	The Applicant has undertaken Collision Risk Modelling (CRM) and displacement has been considered in all phases of the Project in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) and the **RIAA** (Document Reference 4.9). Population Viability Analysis (PVA) has been undertaken for GBBG cumulative collision risk. PVA for SPA populations are described in the **RIAA** (Document Reference 4.9) As such, the Project can be considered to be in accordance with paragraph 2.8.144 of EN-3.
Paragraph 2.8.145	Where necessary, applicants should assess collision risk using survey data collected from the site at the pre-application EIA stage.	**Section 12.5.3.1** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) confirms that site-specific digital video aerial baseline surveys of the site were carried out at pre-application stage, to establish which bird species were present, their abundance and seasonal distribution. This data has been used to assess collision risk. The survey results are in **Appendix 12.2 Aerial Survey Two Year Report March 2021 to February 2023** (Document Reference 5.2.12.2). As such, the Project can be considered to be in accordance with paragraph 2.8.145 of EN-3.
Paragraph 2.8.146	Applicant assessments should cover all aspects included in paragraphs 2.8.240 – 2.8.244.	Please also see the response under paragraphs 2.8.240 – 2.8.244 of EN-3 in **Table 2.8** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.146 of EN-3.
Mitigation		

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.240	Aviation and navigation lighting should be minimised and/or on demand (as encouraged in EN-1 Section 5.5) to avoid attracting birds, taking into account impacts on safety. Subject to other constraints, wind turbines should be laid out within a site, in a way that minimises collision risk.	The site location was selected as part of the TCE Round 4 leasing site selection process. It is located outside of areas designated for their importance to bird populations. During operation and maintenance, the WTG array and OSP(s) would have lights for aviation safety and navigational safety. There would be other lighting for personnel working at night, however these would not be continuous and would not be as bright as air and navigational safety lighting. The lighting impacts on Manx shearwater, the bird species most likely to be affected by artificial lighting because it feeds at night, has been considered in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12), and the conclusion of this referenced in the **RIAA** (Document Reference 4.9). Overall, it was considered that lighting was not likely to significantly affect Manx shearwaters, and that any such impacts would not affect the conclusions of the assessment. Embedded mitigation measures are outlined in **Table 12.3** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). Further information is in **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4). A lighting scheme for the operational phase would be agreed for the aviation lighting of structures (WTGs and OSP(s)) with relevant authorities. This commitment provides for minimising lighting impacts as far practicable whilst ensuring compliance with legal requirements for lighting and marking the Project. Aviation warning lights would have reduced intensity at and below the horizontal and allow a further reduction in lighting intensity when the

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		visibility in all directions from every WTG is more than 5km. As such, the Project can be considered to be in accordance with paragraph 2.8.240 of EN-3.
Paragraph 2.8.241	Turbine parameters should also be developed to reduce collision risk where the assessment shows there is a significant risk of collision (e.g., altering rotor height).	The Project design assessed in the PEIR had an air gap of 22m above HAT. In response to consultation feedback, between PEIR and the production of the ES, the air gap has been increased to 25m above HAT (approximately 35m above Lowest Astronomical Tide (LAT)) further reducing potential collision risk for offshore ornithology receptors. Further information is in the **Consultation Report** (Document Reference 4.1) and **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) As such, the Project can be considered to be in accordance with paragraph 2.8.241 of EN-3.
Paragraph 2.8.242	Construction vessels and post-construction maintenance vessel traffic associated with offshore wind farms and offshore transmission should, where practicable and compatible with operational requirements and navigational safety, avoid rafting seabirds during sensitive periods and follow agreed navigation routes to and from the site and minimise the number of vessel movements overall.	Potential impacts on rafting birds including red-throated diver and common scoter during construction, operation and maintenance, and decommissioning works would be mitigated through: ▪ Restricting vessel movements where possible to existing navigation routes (where the densities of red-throated diver and common scoter are typically relatively low)

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		▪ As far as possible maintaining direct transit routes (to minimise transit distances through areas used by red-throated diver) ▪ Where it is necessary to go outside of established navigational routes, avoiding rafting birds either en-route to the windfarm site from port and/or within the windfarm site (dependent on location) and where possible avoiding disturbance to areas with consistently high bird densities ▪ Avoidance of over-revving of engines (to minimise noise disturbance) ▪ Briefing of vessel crew on the purpose and implications of these vessel management practices (through, for example, tool-box talks) ▪ The Project Team would make maintenance vessel operators aware of the importance of these species and the associated mitigation measures through toolbox talks. These measures would be secured by condition in the DML in the **draft DCO** (Document Reference 3.1) and developed through the PEMP and Vessel Traffic Management Plan (VTMP) as required. Embedded mitigation measures are outlined in **Table 12.3** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). As such, the Project can be considered to be in accordance with paragraph 2.8.242 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.243	The exact timing of peak migration events is inherently uncertain, although research is ongoing into estimates for peak migration periods for a number of bird species and detection technologies (e.g. using radar and integrated sensors) are improving.	Effects on birds during migration seasons have been assessed in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). Results of the assessment of effects on non-seabird migratory species are included in **Table 12.50** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). This concludes that there would be no detectable increase in mortality for any of the assessed species. As there would be no measurable effect at the population level, the effect significance would be no change. Results of the migratory seabird CRM are summarised in **Table 12.52** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12). For each of the ten species assessed, there would be no measurable increase in background mortality (<0.01%). The impact magnitude due to collision mortality for all migrant seabird species was considered to be negligible. Assuming a worst-case medium sensitivity to collision risk, this would be a minor adverse effect in all cases, and not significant in EIA terms. As such, the Project can be considered to be in accordance with paragraph 2.8.243 of EN-3.
Paragraph 2.8.244	Currently, shutting down turbines within migration routes during estimated peak migration periods is unlikely to offer suitable mitigation, but this might be a possibility in the future.	In accordance with the response to Paragraph 2.8.243 above, the assessment presented in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) concludes that during the operation and maintenance phase of the Project, there would be no detectable effect on migratory non-seabird species, and a potential minor adverse effect on migratory seabirds.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		As the risk posed to migratory birds due to collisions with Project operational WTGs is assessed as no greater than minor adverse significance for all species, there is no requirement to further mitigate ornithological effects that would arise within the Proposed Order Limits at the Project site. Further information is in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) As such, the Project can be considered to be in accordance with paragraph 2.8.244 of EN-3.
Secretary of State decision making		
Paragraph 2.8.315	The Secretary of State must be satisfied that the collision risk and displacement assessments have been conducted to a satisfactory standard having had regard to the advice from the relevant statutory advisor.	The impacts that could potentially occur on offshore ornithology receptors during the construction, operation and maintenance and decommissioning of the Project were discussed during the ETG meetings, including with NE and RSPB. It was agreed that the potential impacts that required detailed assessment were: ▪ Construction phase: Disturbance and displacement from construction activity Indirect effects through impacts on habitats and prey species Operation and maintenance phase: ▪ Disturbance displacement and barrier effects ▪ Collision risk ▪ Combined collision risk and displacement ▪ Indirect effects through impacts on habitats and prey species

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		Decommissioning phase: ▪ Disturbance and displacement from construction activity ▪ Indirect effects through impacts on habitats and prey species **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) has assessed the potential impact during the construction, operation and maintenance and decommissioning on offshore ornithology receptors. The collision risk and displacement assessments have been undertaken in accordance with current best practice, as agreed with stakeholders during ETG meetings. This has included alignment with Natural England's *'Offshore Wind Marine Environmental Assessments: Best Practice Advice for Evidence Standards – Phase III: Expectations for data analysis and presentation at examination for offshore wind applications'* (2022) and the '*Joint SNCB Interim Displacement Advice Note*' (2017, updated in 2022). The seabird parameters used in collision risk modelling have incorporated updated avoidance rates, as advised by Natural England during the ETG process. Further information is in **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) As such, the Project can be considered to be in accordance with paragraph 2.8.315 of EN-3.
Paragraph 2.8.316	The conservation status of seabirds is of relevance and the Secretary of State should take into account the views of the relevant statutory advisors and be satisfied that cumulative	Potential effects on offshore ornithology receptors during the construction, operation and maintenance and decommissioning of the Project were discussed and

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	and in-combination impacts on seabird species have been considered.	agreed during the ETG meetings, including with Natural England and RSPB Three potential effects were screened in for cumulative assessment for the Project, namely construction and decommissioning disturbance and displacement, operational displacement and operational collision risk, as well as the combined effects of both operational impacts. The conservation status of seabirds is in **Table 12.14** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12) and is also considered in the **RIAA** (Document Reference 4.9). Where a Project-alone effect has been identified for an ornithological receptor that could contribute towards a cumulative or in-combination effect, these documents also present full cumulative and in-combination assessments respectively. The cumulative assessment is presented in **Section 12.7** of **Chapter 12 Offshore Ornithology** (Document Reference 5.1.12), and within each applicable designated site assessment within the **RIAA** (Document Reference 4.9). As such, the Project can be considered to be in accordance with paragraph 2.8.316 of EN-3.

2.9 Commercial Fisheries

26. **Table 2.9** sets out the Project's accordance with relevant policies relating to commercial fisheries.

Table 2.9 Accordance with NPS policy on commercial fisheries

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Impacts		
Paragraph 2.8.154	Applicants should undertake early consultation with a cross-section of the fishing industry, as well as MMO, SNCBs, relevant Inshore Fisheries and Conservation Authorities (IFCAs), Defra and Welsh Government, to identify impacts, and actively encourage input from active fishers to provide evidence of their use of the area to support the impact assessments.	Consultation with representatives of the fishing industry has been undertaken throughout the pre-application phase and is ongoing. Engagement is summarised in the **Consultation Report** (Document Reference 4.1) and **Section 13.2** of **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13). Comments from the targeted consultation and ETGs have informed the assessments set out in the ES. In addition, an **Outline Fisheries Liaison and Co-existence Plan** (Document Reference 6.3) has been developed and includes commitment for on-going dialogue with the fishing industry. As such, the Project can be considered to be in accordance with paragraph 2.8.154 of EN-3.
Paragraph 2.8.155	Where any part of a proposal involves a grid connection or transmission to shore or in the inshore area, appropriate inshore fisheries groups should also be consulted.	Please see the response under paragraph 2.8.154 of EN-3 in **Table 2.9** of this document. Fisheries liaison for the grid connection to shore is also being conducted to support the separate consent process for the Transmission Assets. As such, the Project can be considered to be in accordance with paragraph 2.8.155 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.156	Offshore wind farms can have a negative impact on some fish stocks and fishing activity, and/or a positive impact on other fish stocks and/or other types of commercial fishing. Whilst the footprint of an offshore wind farm and any associated infrastructure may be a hindrance to certain types of commercial fishing activity such as trawling, other fishing activities, such as potting, may be able to take place within operational wind farms without unduly disrupting or compromising navigational safety.	The main fishing fleet in the windfarm site is potting. **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13) assesses the operational effects, considering operational use of the windfarm site. Effects on navigational safety are assessed in **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14). Mitigation proposals are also set out in the **Outline Fisheries Liaison and Co-existence Plan** (Document Reference 6.3). As such, the Project can be considered to be in accordance with paragraph 2.8.156 of EN-3.
Paragraph 2.8.157	Applicant assessments should include robust baseline data and detailed surveys of the effects on fish stocks of commercial interest, and any potential reduction or increase in such stocks that will result from the presence of the wind farm development and of any safety zones (see paragraph 2.8.151). The assessments should also provide evidence regarding any likely benefits or constraints on fishing activity within the project's boundaries.	Robust baseline datasets analysed include European Union (EU) and UK landings statistics and spatial data and published reports, supported by industry consultation. Where data sources allow, a five-year trend analysis has been undertaken, using the most recent annual datasets available at the time of writing. In addition, consultation with the fishing industry has identified key concerns as well as available data and potential impacts, which have been taken into account within the commercial fisheries assessment. Relevant site-specific surveys and publicly available surveys and data are detailed in **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13). The assessment has considered the effects of disruption to commercially important fish and shellfish resources (see **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13), with the assessment of

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		the ecology of fish and shellfish stocks provided in **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10). The approach taken to use of data and surveys has been the subject of consultation responses with fishing stakeholders during the pre-application period. Further information is in the **Consultation Report** (Document Reference 4.1) **and Chapter 13 Commercial Fisheries** (Document Reference 5.1.13). Mitigation proposals are also set out in the **Outline Fisheries Liaison and Co-existence Plan** (Document Reference 6.3). Further information on the Project's position on safety zones can be found in the **Safety Zone Statement** (Document Reference 4.5), which are also conditioned in the **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 2.8.157 of EN-3.
Paragraph 2.8.158	Applicants will be expected to undertake dialogue with the fishing industry during the planning and design of individual offshore wind farm and transmission proposals to maximise the potential for co-existence/co-location and reduce potential displacement.	Please see the response under paragraph 2.8.154 and 2.8.155 of EN-3 in **Table 2.9** of this document.
Paragraph 2.8.160	In some circumstances, transboundary issues may be a consideration as fishing vessels from other coastal States may fish in waters within which offshore wind farms are sited. Applicants should seek advice from Defra in such circumstances.	Transboundary effects have been assessed as not significant (see Section 13.9 2 of **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13). It is noted that while Irish and Belgian vessels operate within the regional study area, they do not specifically operate within the Project windfarm site.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		Based on the minor to negligible residual significance of disruption to commercial species during all phases of the Project, it is expected that the impact on stocks in Irish and Isle of Man waters is low. This is informed by the location of the main king scallop and queen scallop grounds, which are found in both Irish and Isle of Man waters. The potential transboundary impact of effects on commercial fish stocks in the waters of other states on commercial fisheries is therefore concluded to be of minor adverse significance and is considered to be not significant in EIA terms. The potential transboundary impact of constraints on foreign commercial fishing activities is concluded to be of negligible adverse significance and is therefore considered to be not significant in EIA terms. When considering cumulative effects, the inclusion of other planned Irish Sea windfarms, together with the potential for the management of mobile gears within MPAs are the main factors raising the cumulative effect to be significant over the construction (and decommissioning) phase in EIA terms. The Applicant has identified monitoring that would be used to inform discussions with stakeholders and other developers in the region related to co-existence with commercial fisheries and inform any required updates to the **Outline Fisheries Liaison and Co-existence Plan** (Document Reference 6.3), which would be secured under a DML condition of the **draft DCO** (Document Reference 3.1) and remain in place for the lifetime of the Project.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		As such, the Project can be considered to be in accordance with paragraph 2.8.160 of EN-3.
Paragraphs 2.8.161 to 2.8.164	In some circumstances, applicants may seek declaration of safety zones around wind turbines and other infrastructure. Although these might not be applied until after consent to the wind farm has been granted. The declaration of a safety zone excludes or restricts activities within the defined sea areas including commercial fishing. Where there is a possibility that safety zones will be sought, applicant assessments should include potential effects on commercial fishing. Where the precise extents of potential safety zones are unknown, a realistic worst-case scenario should be assessed. Applicants should consult the Maritime and Coastguard Agency (MCA) as part of this process.	The need for safety zones has been considered in **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13), **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14), **Appendix 14.1 Navigational Risk Assessment (NRA)** (Document Reference 5.2.14.1), **Chapter 17 infrastructure and Other Users** (Document Reference 5.1.17) and **Safety Zone Statement** (Document Reference 4.5). It is assumed there would be temporary safety zones of up to 500m around infrastructure under construction, decommissioning and major maintenance works. 50m safety zones would also be applied for around partially completed Project structures or complete structures undergoing commissioning. Safety zones would not apply in full to all areas throughout the 2.5 year construction phase, and safety zone application will be made once the final number and location for the WTGs and OSP(s) and works are determined. Further information is in the **Safety Zone Statement** (Document Reference 4.5) and **Other Consents or Licenses Required** (Document Reference 4.15). The NRA risk assessment results have been taken into account within the commercial fisheries assessment (see **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13)) and in the provision of the **Outline Fisheries Liaison and Co-existence Plan** (Document Reference 6.3). Consultation has also been undertaken

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		with the MCA (see **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14)). As such, the Project can be considered to be in accordance with paragraphs 2.8.161 to 2.8.164 of EN-3.
Mitigation		
Paragraph 2.8.250	Any mitigation proposals should result from the applicant having detailed consultation with relevant representatives of the fishing industry, the MMO and the relevant Defra policy team in England and NRW and the relevant Welsh Government policy team in Wales.	Consultation with UK statutory bodies and stakeholders from the fishing community has been undertaken throughout the pre-application phase and is on-going. As part of this the Applicant requested and used MMO fisheries data in its assessments and consulted with the MMO as part of the pre-application EPP for the EIA. NRW has also been engaged during the pre-application process. Further information can be found in the **Consultation Report** (Document Reference 4.1) and **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13). Mitigation proposals are also set out in the **Outline Fisheries Liaison and Co-existence Plan** (Document Reference 6.3) and includes commitment for on-going dialogue with the fishing industry. As such, the Project can be considered to be in accordance with paragraph 2.8.250 of EN-3.
Paragraph 2.8.251	Mitigation should be designed to enhance where reasonably possible any potential medium and long-term positive benefits to the fishing industry, commercial fish stocks and the marine environment.	As set out in **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13) and **Outline Fisheries Liaison and Co-existence Plan** (Document Reference 6.3), proposed mitigation measures include, but are not limited to:

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		▪ Development, prior to construction, of a Fisheries Liaison and Co-existence Plan, in line with the **Outline Fisheries Liaison and Co-existence Plan** (Document Reference 6.3), submitted with the DCO application, setting out in detail the planned approach to fisheries liaison and means of delivering any other relevant mitigation measures. ▪ Suitable procedures to facilitate co-existence, based on the precedence of similar offshore wind developments. These are expected to include the minimising of fishing clearance zones during surveys/construction where safe and practicable in order to reduce the size of the impact to the fishing industry; timing of activities, where feasible, to reduce overlap with seasonal fishing hotspots; and consideration of the use of guard vessels to assist with offshore works in order to help search for fishing gear ahead of survey/construction vessels and liaise with fishing vessels in the vicinity of on-going or upcoming construction activities ▪ Early provision of construction and cable laying plans, via consultation with the MMO on relevant dML condition discharges, including location and methods for cable protection, if required ▪ Commitment to marking and lighting the Project in accordance with relevant industry guidance and as advised by relevant stakeholders, including the Maritime and Coastguard Agency

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		(MCA), Civil Aviation Authority (CAA) and Trinity House (TH). ▪ Cable burial will be the preferred means of cable protection, where practicable. Where it is not reasonably practicable to achieve cable burial, additional cable protection may be required. Following industry best-practice the Applicant would seek to minimise the use of cable protection. ▪ Conditions in the DML in the **draft DCO** (Document Reference 3.1) make provision for the above proposed mitigation measures. Please see the response under Paragraph 2.8.322 of EN-3 in **Table 2.9** of this document for proposed monitoring measures. As such, the Project can be considered to be in accordance with paragraph 2.8.251 of EN-3.
Secretary of State decision making		
Paragraph 2.8.318	The Secretary of State should be satisfied that the site selection process has been undertaken in a way that reasonably minimises adverse effects on fish stocks, including during peak spawning periods and the activity of fishing itself.	The location of the windfarm considered a variety of constraints including fishing activity in order to minimise effects to marine users as far as possible. In accordance with Planet Positive Design Principle and as set out in the **Design Statement** (Document Reference 4.2) the area of the site was significantly reduced minimising effects on commercial fisheries. The effects arising from the Project have been, and will be, discussed with statutory bodies during pre- and post-application consultation. The Applicant is taking, and will continue to take, steps to minimise the effects

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		upon the fishing industry in the area through appropriate mitigation where required. Commitments related to commercial fisheries and adopted as part of the Project are provided as embedded mitigation in **Table 13.3** of **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13) and **Schedule of Mitigation** (Document Reference 5.5). The potential effects for spawning grounds and nursery grounds have been considered within **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10). The effects on spawning grounds and nursery grounds are anticipated to be not significant in EIA terms, due to the location and relatively small-scale nature of the Project in the context of the wider Irish Sea, available alternative habitats, and temporary nature of the major construction activities. Further information is in **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4). As such, the Project can be considered to be in accordance with paragraph 2.8.318 of EN-3.
Paragraph 2.8.319	The Secretary of State should consider the extent to which the proposed development occupies any recognised important fishing grounds and whether the project would prevent or significantly impede protection of sustainable commercial fisheries or fishing activities.	There is no statutory list of recognised important fishing grounds. The extent to which the Project impacts on recognised and important fishing grounds has been considered within **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13) and with the implementation of identified mitigation measures, residual effects of the Project on recognised fishing grounds and adjacent fishing grounds are assessed to

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		be no more than minor adverse significance and not significant in EIA terms. Consultation with fishing stakeholders has been undertaken in order to fully understand any potential impacts. Further information is in **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13). As such, the Project can be considered to be in accordance with paragraph 2.8.319 of EN-3.
Paragraph 2.8.320	Where the Secretary of State considers the wind farm would significantly impede protection of sustainable fisheries or fishing activity at recognised important fishing grounds, this should be attributed correspondingly significant weight.	Please refer to the response under Paragraph 2.8.319 of EN-3 in **Table 2.9** of this document. The commercial fisheries assessment found moderate significant effects for the UK potting fleet related to reduction in access and for the UK and the Isle of Man potting fleets for displacement impacts during the construction and decommissioning phases. Additional mitigation has been identified (for UK potting fleets) following Fishing Liaison with Offshore Wind and Wet Renewables Group (FLOWW) guidance (and future updates to this guidance), including justifiable, evidence-based disturbance payments. This mitigation this lowers the residual impact to minor adverse and not significant in EIA terms. All Project alone impacts to all fleets during the operation and maintenance phase are assessed to be minor adverse or lower and not significant in EIA terms. The results of the commercial fisheries assessment are presented in **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13) and mitigation proposals

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		are also set out in the **Outline Fisheries Liaison and Co-existence Plan** (Document Reference 6.3). As such, the Project can be considered to be in accordance with paragraph 2.8.320 of EN-3.
Paragraph 2.8.321	The Secretary of State should consider adverse or beneficial impacts on different types of commercial fishing on a case-by case basis.	Please see response under paragraph 2.8.323 of EN-3 in **Table 2.9** of this document.
Paragraph 2.8.322	The Secretary of State should be satisfied that the applicant has sought to design the proposal having consulted the MMO or NRW in Wales, Defra or Welsh Government in Wales and representatives of the fishing industry with the intention of minimising the loss of fishing opportunity taking into account effects on other marine interests. Guidance has been jointly agreed by the renewables and fishing industries on how they should liaise with the intention of allowing the two industries to successfully co-exist.	The MMO was consulted as part of the pre-application EPP process for the EIA. NRW has also been engaged during the pre-application process. The MMO and NRW were also consulted on and responded on fisheries matters to the PEIR. For further details see the **Consultation Report** (Document Reference 4.1). The Applicant is taking, and will continue to take, steps to minimise the effects upon the fishing industry in the area, through fisheries liaison and consultation, and appropriate mitigation, where required. The preparation of a Fisheries Liaison and Co-existence Plan is secured under a condition in the DML in the **draft DCO** (Document Reference 3.1). The Applicant has identified monitoring that would be used to inform discussions with stakeholders and other developers in the region related to co-existence with commercial fisheries and inform any required updates to the Fisheries Liaison and Co-existence Plan which would remain in place for the lifetime of the Project. As set out in In-Principle Monitoring Plan, the Applicant would collate data on commercial fisheries landings by port on a monthly basis, monitor variation in fishing

Paragraph Reference	NPS Policy	Accordance with the NPS
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		activity to understand whether changes in fishing activity have occurred. Further information is in the **Consultation Report** (Document Reference 4.1), **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13), **Outline Fisheries Liaison and Co-existence Plan** (Document Reference 6.3), **In-Principle Monitoring Plan** (Document Reference 6.4). As such, the Project can be considered to be in accordance with paragraph 2.8.322 of EN-3.
Paragraph 2.8.323	The Secretary of State will need to consider the extent to which disruption to the fishing industry, whether short term during pre-construction (e.g. surveying) or construction or long term over the operational period, including that caused by the future implementation of any safety zones, has been mitigated where reasonably possible.	The key fishery activity within the windfarm site is mainly potting. The assessment set out in **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13) includes consideration of implementation of safety zones and concludes that with the implementation of identified mitigation measures, residual effects of the Project on fisheries industry are assessed to be no more than minor adverse significance and there would be no significant effect from the Project alone. Identified mitigation measures, including the application of the Fisheries Liaison and Co-existence Plan, together with justifiable evidence-based disturbance payments in line with Fishing Liaison with Offshore Wind and Wet Renewables Group (FLOWW) guidance (FLOWW, 2014, 2015) where relevant, are set out in **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13), the **Outline Fisheries Liaison and Co-existence Plan** (Document Reference 6.3) and the **Schedule of Mitigation** (Document Reference 5.5). The preparation of a Fisheries Liaison and Co-

Paragraph Reference	NPS Policy	Accordance with the NPS
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		existence Plan is also secured under a condition in the DML in the **draft DCO** (Document Reference 3.1). The cumulative impact assessment found moderate significant effects during the construction and decommissioning phases for the UK and Isle of Man dredge and demersal otter trawl (scallop) fisheries and the UK and Isle of Man potting fleets related to reduction in access and/or displacement impacts. Whilst the contribution of effects from the Project is considered to be low, the Project's commitment to the development of and adherence to a Fisheries Liaison and Co-existence Plan provides the mechanism for involvement in a potential regional commercial fisheries working group and for monitoring of fishing activity at a regional level. Please also see the responses under paragraph 2.8.319 and 2.8.320 of EN-3 in **Table 2.9** of this document. Further information is in the **Safety Zone Statement** (Document Reference 4.5) and **Chapter 13 Commercial Fisheries** (Document Reference 5.1.13). As such, the Project can be considered to be in accordance with paragraph 2.8.323 of EN-3.
Paragraph 2.8.324	Where an offshore wind farm or offshore transmission could affect a species of fish that is of commercial interest, but is also of ecological value, the Secretary of State should refer to Section 2.8.147 following of this NPS with regard to the latter.	As set out in **Chapter 10 Fish and Shellfish Ecology** (Document Reference 5.1.10), the effects on fish and shellfish receptors have been assessed to result in a negligible to minor adverse significance (not significant in EIA terms), due to the relatively small-scale nature of the Project in the context of the wider Irish Sea,

Paragraph Reference	NPS Policy	Accordance with the NPS
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		available alternative habitats, and temporary nature of the major construction activities. All potential cumulative effects arising from all identified relevant projects have been considered holistically. Overall, cumulative effects are not identified as significant in EIA terms. As such, the Project can be considered to be in accordance with paragraph 2.8.324 of EN-3.

2.10 Shipping and navigation

27. **Table 2.10** sets out the Project's accordance with relevant policies relating to shipping and navigation.

Table 2.10 Accordance with NPS policy on shipping and navigation

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Impacts		
Paragraph 2.8.178	Offshore wind farms and offshore transmission will occupy an area of the sea or sea bed. For offshore wind farms in particular it is inevitable that there will be an impact on navigation in and around the area of the site. This is relevant to both commercial and recreational users of the sea who may be affected by disruption or economic loss because of the proposed offshore wind farm and/or offshore transmission.	The Applicant has assessed the impact on navigation in and around the area of the site in **Sections 14.7** and **14.8** of **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14). This assessment was informed by the Project Navigation Risk Assessment (NRA) and the Cumulative Regional Navigation Risk Assessment (CRNRA), which were undertaken with consideration of effects on existing routing of commercial users and activities of recreational users. The NRA and the CRNRA are set out in **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1) and **Appendix 14.2 Cumulative Regional Navigation Risk Assessment** (Document Reference 5.2.14.2) respectively. Please also see the response under paragraph 2.8.179 of EN-3 in **Table 2.16** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.178 of EN-3.
Paragraph 2.8.179	To ensure safety of shipping, applicants should reduce risks to navigational safety to as low as reasonably practicable (ALARP) as described in Section 2.8.331 of this NPS.	The Applicant has completed a NRA for the Project in accordance with Marine Guidance Note (MGN) 654 and International Maritime Organisation (IMO) Formal Safety Assessment (FSA) guidance. All Project alone risks are considered As Low As Reasonably Practicable

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		(ALARP). Refer to **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1). Embedded mitigation measures set out in **Table 14.3** of **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14), the **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1) and the **Schedule of Mitigation** (Document Reference 5.5) have been included in the design of the Project to reduce navigational risks to ALARP. This includes a revision made of the Project windfarm site boundary through a realignment of the western boundary to minimise potential impacts to passage plan routes of ferries and commercial vessels and minimise potential course changes for vessels navigating north-south. The proposed mitigation measures are secured in the **draft DCO** (Document Reference 3.1). The potential cumulative effects arising from the Irish Sea Round 4 projects (the Project, Mona Offshore Wind Project, Morgan Offfshore Wind Project Generation Assets and the Morgan and Morecambe Transmission Assets) are assessed in **Section 14.7** of **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14) and detailed within the **Cumulative Regional Navigation Risk Assessment (CRNRA)** (**Appendix 14.2**). The CRNRA brought together significant analysis, consultation, navigation simulations and the findings from hazard workshops to determine the cumulative risks associated with the Round 4 projects. Key stakeholders, including ferry operators participated in the hazard workshop and had the opportunity to input into the hazard scoring process. The CRNRA

Paragraph Reference	NPS Policy	Accordance with the NPS
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		concludes that with the embedded mitigation measures in place, including site boundary changes made by the Project and by the Mona and Morgan projects since PEIR, the potential navigational safety risks are ALARP. Due to the release of the Scoping Report for the Mooir Vannin OWF in October 2023, after the completion of many of the activities undertaken to inform the CRNRA, an addendum to the CRNRA was prepared to consider the additional cumulative risks that may result to vessel traffic identified within the CRNRA (**Appendix 14.2)**. While significant cumulative navigation risks have been identified when also considering the proposed Mooir Vannin OWF project, the Project is not considered to contribute to these high-risk areas As such, the Project can be considered to be in accordance with paragraph 2.8.179 of EN-3.
Paragraphs 2.8.180 to 2.8.183	There is a public right of navigation over navigable tidal waters and International Law, foreign vessels have the right of innocent passage through the UK's territorial waters. Beyond the seaward limit of the territorial sea, shipping has the freedom of navigation although offshore infrastructure and the imposition of safety zones can hinder this. Impacts on navigation can arise from the wind farm or other infrastructure and equipment creating a physical barrier during construction and operation. There may be some situations where reorganisation of shipping traffic activity might be both possible and desirable when considered against the benefits of the wind farm and/or offshore transmission application, and such circumstances	The Applicant has recognised the United Nations Convention on the Law of the Sea (UNCLOS) during the site selection process and in preparing **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14). The Project is within the UK's Exclusive Economic Zone (EEZ). Article 60 applies to artificial islands, installations and structures in the EEZ. Article 60(7) of UNCLOS states that "*Artificial islands, installations and structures and the safety zones around them may not be established where interference may be caused to the use of recognized sea lanes essential to international navigation".*

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	should be discussed with the government officials, including Secretary of State and Maritime and Coastguard Agency (MCA), and other stakeholders, including Trinity House, as The General Lighthouse Authority consultee, and the commercial shipping sector. It should be recognised that alterations might require national endorsement and international agreement and that the negotiations involved may take considerable time and do not have a guaranteed outcome.	As secured in the **draft DCO** (Document Reference 3.1), in accordance with Section 95 of the Energy Act 2004, the application for Safety Zones for the Project will be made to the SoS for Department for Energy and Net-Zero (DESNZ) post-consent. The Safety Zone application will be made once the final number and precise location for the OREI have been determined, including the WTGs and OSP(s). Further information is in the **Safety Zone Statement** (Document Reference 4.5) and **Other Consents or Licenses Required** (Document Reference 4.15). The Project windfarm site is not located near any recognised sea lanes essential to international navigation (as defined in paragraph 2.8.327 of NPS EN-3) and thus no interference to their use would be caused by the development, as set out in section 5.3.3 of **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1) . Consultation held with interested parties, including the MCA, Trinity House (TH), the Chamber of Shipping and the commercial shipping sector is detailed in **Table 14.1** of **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14). As such, the Project can be considered to be in accordance with paragraphs 2.8.180 to 2.8.183 of EN-3.
Paragraph 2.8.184	Applicants should engage with interested parties in the navigation sector early in the pre-application phase of the proposed offshore wind farm or offshore transmission to identify mitigation measures to reduce navigational risk to ALARP, to facilitate proposed offshore wind development. This includes	The Applicant has consulted the MCA, TH, the MMO, the Isle of Man Department of Infrastructure, the Royal Yachting Association (RYA), the Chamber of Shipping (CoS) and the commercial shipping and ferry companies as set out in **Chapter 14 Shipping and**

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	the MMO or NRW in Wales, MCA, the relevant General Lighthouse Authority, such as Trinity House, the relevant industry bodies (both national and local) and any representatives of recreational users of the sea, such as the Royal Yachting Association (RYA), who may be affected. This should continue throughout the life of the development including during the construction, operation and decommissioning phases.	**Navigation** (Document Reference 5.1.14) and the **Consultation Report** (Document Reference 4.1). The Applicant has participated in the Marine Navigation Engagement Forum (MNEF) which has been established since 2021 to enable the Irish Sea Round 4 developers to regularly update stakeholders on development plans and progress in relation to the Project, the Mona Offshore Wind Project, the Morgan Offshore Wind Project Generation Assets and the Morgan and Morecambe Offshore Wind Farms Transmission Assets. The MNEF also provides stakeholders a forum to express views or concerns on the impacts of the projects for discussion. The continuation of the MNEF will facilitate information sharing and identification of additional risk controls through construction, operation and decommissioning as set out in the **Outline Vessel Traffic Management Plan** (Document Reference 6.9) and secured under a condition in the **draft DCO** (Document Reference 3.1). Key stakeholders, including the MCA participated in the FSA hazard workshops which informed the NRA and CRNRA and had the opportunity to input into the hazard scoring process and identify mitigation measures to reduce the navigational risk to ALARP. Further information is in **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14), **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1) and **Appendix 14.2 Cumulative Regional Navigation Risk Assessment** (Document Reference 5.2.14.2).

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		As such, the Project can be considered to be in accordance with paragraph 2.8.184 of EN-3.
Paragraph 2.8.185	Engagement should seek solutions that allow offshore wind farms, offshore transmission and navigation and shipping users of the sea to successfully co-exist.	The Applicant has participated in the MNEF which has been established to enable developers to regularly update stakeholders on plans and progress of the Project and other Irish Sea Round 4 projects, and for stakeholders to express views or concerns on the impacts of the projects for discussion. Engagement is planned to continue as the Project progresses. Details of the consultation are in **Table 14.1** of **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14). Please also see the response under paragraph 2.8.184 of EN-3 in **Table 2.16** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.185 of EN-3.
Paragraph 2.8.186	The presence of the wind turbines can also have impacts on communication and shipborne and shore-based radar systems.	The Applicant has assessed the potential effects on communications, including radar in **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14). No significant effects were identified. A specific study on Radar Early Warning System (REWS) has also been undertaken in **Appendix 17.2 Radar Early Warning System Technical Report** (Document Reference 5.2.17.2). No significant effects were identified to REWS. As such, the Project can be considered to be in accordance with paragraph 2.8.186 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraphs 2.8.187 and 2.8.188	Prior to undertaking assessments applicants should consider information on internationally recognised sea lanes, which is publicly available. Applicants should refer in assessments to any relevant, publicly available data available on the Maritime Database.	No internationally recognised sea lanes are impacted by the Project. Vessel traffic surveys and other data sources, including from Marine Traffic, MMO, RYA, Department for Transport (DfT), Marine Accident Investigation Branch (MAIB), Royal National Lifeboat Institute (RNLI), TCE, the North Sea Transition Authority, Admiralty charts (based on data available in the Maritime Database) and Admiralty Tidal data were considered when preparing **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14), **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1) and **Appendix 14.2 Cumulative Regional Navigation Risk Assessment** (Document Reference 5.2.14.2). The datasets considered are set out in **Section 14.4.2** of **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14). As such, the Project can be considered to be in accordance with paragraphs 2.8.187 and 2.8.188 of EN-3.
Paragraphs 2.8.189 and 2.8.190	Applicants must undertake a Navigational Risk Assessment (NRA) in accordance with relevant government guidance prepared in consultation with the MCA and the other navigation stakeholders listed above. The navigation risk assessment will for example necessitate: ▪ a survey of vessel traffic in the vicinity of the proposed wind farm;	The Applicant has completed an NRA set out in **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1) in accordance with MGN654 and IMO FSA guidance and with the involvement of and in consultation with the MCA. The Applicant has undertaken MGN654 compliant vessel traffic surveys. A cumulative assessment and CRNRA has been undertaken and is detailed in **Section 14.8** of **Chapter 14 Shipping and Navigation** (Document Reference

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	▪ a full NRA of the likely impact of the wind farm on navigation in the immediate area of the wind farm in accordance with the relevant marine guidance; and ▪ cumulative and in-combination risks associated with the development and other developments (including other wind farms in the same area of sea.	5.1.14) and **Appendix 14.2 Cumulative Regional Navigation Risk Assessment** (Document Reference 5.2.14.2). As such, the Project can be considered to be in accordance with paragraphs 2.8.189 to 2.8.190 of EN-3.
Paragraphs 2.8.191 to 2.8.194	In some circumstances applicants may seek declaration of a safety zone around wind turbines and other infrastructure. Although these might not be applied until after consent to the wind farm has been granted. The declaration of a safety zone excludes or restricts activities within the defined sea areas including navigation and shipping. Where there is a possibility that safety zones will be sought applicant assessments should include potential effects on navigation and shipping. Where the precise extents of potential safety zones are unknown, a realistic worst-case scenario should be assessed. Applicants should consult the MCA for advice on maritime safety, and refer to the government guidance on safety zones as a part of this process.	In accordance with Section 95 of the Energy Act 2004, the application for Safety Zones for OREI during the construction phase will be made to the SoS for DESNZ post-consent. The Safety Zone application will be made once the final number and precise location for the OREI have been determined, including the WTGs and OSP(s). Further information is in the **Safety Zone Statement** (Document Reference 4.5) and **Other Consents or Licenses Required** (Document Reference 4.15). Safety zones around construction and major maintenance of WTGs and other infrastructure are part of the embedded mitigation measures for the Project and are set out in the **Schedule of Mitigation** (Document Reference 5.5). The process for establishing Safety Zones is secured in a DML condition of the **draft DCO** (Document Reference 3.1). Safety zones shall be of appropriate configuration, extent and application to specified vessels of identified primary risk of sub-sea equipment to fishing and snagging hazard. The Applicant does not currently foresee any specific need for Safety Zones to be established around the

Paragraph Reference	NPS Policy	Accordance with the NPS
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		OREI during the operational phase, with the exception of during major maintenance activities. Safety zones have been considered in the impact assessment of **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14) and within **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1) and **Appendix 14.2 Cumulative Regional Navigation Risk Assessment** (Document Reference 5.2.14.2). As such, the Project can be considered to be in accordance with paragraphs 2.8.191 to 2.8.194 of EN-3.
Paragraph 2.8.195	Applicants should undertake a detailed Navigational Risk Assessment, which includes Search and Rescue Response Assessment and emergency response assessment prior to applying for consent. The specific Search and Rescue requirements will then be discussed and agreed post-consent.	An NRA has been undertaken in accordance with MGN654, including Annex 5 which includes the MCA (2021) guidance document on requirements and operational considerations for Search and Rescue (SAR) and emergency response within windfarm sites, as well as IMO FSA guidance. The NRA is contained within **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1). **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14) assesses impacts to SAR. The final layout of the windfarm and design of the OREI will be subject to approval by the MMO following consultation with the MCA and TH with regard to SAR and related considerations, as secured by a DML condition of the **draft DCO** (Document Reference 3.1). As required under MGN654, an Emergency Response and Cooperation Plan (ERCoP) would be produced post-consent and submitted to the MCA detailing how Project construction vessels would cooperate and

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		assist in the event of an incident. The production of an ERCoP is part of the embedded mitigation measures set out in **Schedule of Mitigation** (Document Reference 5.5) and secured under a condition in the DML in the **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 2.8.195 of EN-3.
Mitigation		
Paragraph 2.8.259	Mitigation measures will include site configuration, lighting and marking of projects to take account of any requirements of the General Lighthouse Authority.	**Table 14.3** of **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14) and the **Schedule of Mitigation** (Document Reference 5.5) summarises mitigation incorporated into the design of the Project and reflected in the NRA in **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1) and the CRNRA in **Appendix 14.2 Cumulative Regional Navigation Risk Assessment** (Document Reference 5.2.14.2). Standard navigational conditions have been suggested by TH (as the General Lighthouse Authority) as also agreed by the MCA, the MMO and UKHO and these have been incorporated in the DML within the **draft DCO** (Document Reference 3.1). The final layout of the windfarm and design of the OREI will be subject to approval by the MMO following consultation with the MCA and TH with regard to SAR and related considerations, as secured by a DML condition of the **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 2.8.259 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
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Paragraph 2.8.260	In some circumstances, the Secretary of State may wish to consider the potential to use requirements involving arbitration (between the applicant and third parties) as a means of resolving how adverse impacts on other commercial activities will be addressed.	Engagement with ferry operators on residual operational impacts is planned to continue as the Project progresses. Article 15 and Schedule 4 of the **draft DCO** (Document Reference 3.1) sets out provision for arbitration. As such, the Project can be considered to be in accordance with paragraph 2.8.260 of EN-3.
Paragraph 2.8.262	In some circumstances, the Secretary of State may wish to consider the potential to use requirements involving arbitration as a means of resolving how adverse impacts on other commercial activities will be addressed.	Please see the response under paragraph 2.8.260 of EN-3 in **Table 2.10** of this document.
Secretary of State decision making		
Paragraphs 2.8.326 and 2.8.327	The Secretary of State should not grant development consent in relation to the construction or extension of an offshore windfarm if it considers that interference with the use of recognised sea lanes essential to international navigation is likely to be caused by the development. The use of recognised sea lanes essential to international navigation means: (a) anything that constitutes the use of such a sea lane for the purposes of article 60(7) of the United Nations Convention on the Law of the Sea 1982; and (b) any use of waters in the territorial sea adjacent to Great Britain that would fall within paragraph (a) if the waters were in a Renewable Energy Zone (REZ).	The Project is not located near and would not interfere with recognised sea lanes essential to international navigation as identified in **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1). The impacts on commercial routeing are assessed in **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14). Please also see the response under paragraph 2.8.180 – 2.8.183 of EN-3 in **Table 2.16** of this document. As such, the Project can be considered to be in accordance with paragraphs 2.8.236 and 2.8.237 of EN-3.
Paragraphs 2.8.328	The Secretary of State should be satisfied that the site selection has been made with a view to avoiding or minimising	The site selection process is detailed in the **Design Statement** (Document Reference 5.4) and **Chapter 4**

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	disruption or economic loss to the shipping and navigation industries, with particular regard to approaches to ports and to strategic routes essential to regional, national and international trade, lifeline ferries and recreational users of the sea.	**Site Selection and Alternatives of Alternatives** (Document Reference 5.1.4). Site selection was initially carried out by TCE in its Round 4 site selection process which considered commercial shipping and ferry routes as a relevant criterion, including the constraint in its Stage 1 refinements process to exclude areas *"Where development potential in a region is significantly overlapped by shipping routes that contain traffic of over 1,000 ships per year"* (TCE 2019a). Shipping and navigation including lifeline ferry routes, has been a key consideration in the Applicant's site selection process (including the scale of the Project) and Project design evolution and effects on strategic routes have been minimised as a result. As such, the Project can be considered to be in accordance with paragraph 2.8.328 of EN-3.
Paragraph 2.8.329	Where after carrying out a site selection, a proposed development is likely adversely to affect major commercial navigation routes, for instance by causing appreciably longer transit times, the Secretary of State should give these adverse effects substantial weight in its decision making.	Effects on commercial navigation routes were assessed in the NRA and CRNRA. In relation to ferries, for the Project alone the increase in transit distance as a result of the Project windfarm location identified for one route; the Stena Liverpool to Belfast (East of IoM) (east of Calder) route would be 1.6nm in journey distance in normal metocean conditions (an additional 5.1 minutes, equating to approximately 1% of existing passage duration of up to eight hours). This route was used by the operator 196 times in 2022 (less than once per day), representing 13% of the number of times vessels instead used the West of IoM

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		route which had a total of 1,490 transits/year (4/day) in 2022. The Project alone effect on ferry routeing during construction and operation and maintenance phases is assessed as not significant in EIA terms and given the 1% effect on transit time (which is in any case more significantly affected by weather conditions and significant variation in turnaround times and transit times of greater than 25 minutes), this does not therefore amount to an appreciably longer transit time in NPS terms and this therefore can only carry very limited weight in the planning balance. In relation to other commercial shipping (for example cargo) for the Project alone, see **Table 14.20** of **Chapter 14 Shipping and Navigation** (Document Reference 5.2.14), which demonstrates that the impacts on commercial routes are similarly small, and furthermore these routes are used even less frequently given the very low traffic density. Engagement with ferry operators on residual operational impacts is planned to continue as the Project progresses. The assessment of cumulative effects of the Project together with the Morgan Wind Project Generation Assets and the Mona Offshore Wind Project on sea lanes in the region is set out in **Chapter 14 Shipping and Navigation** (Document Reference 5.2.14). The potential impacts of these projects on ferry vessel routeing determined that there would be necessary deviation of Stena Line, Isle of Man Steam Packet Company and Seatruck ferry routes around the

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		windfarm sites in both normal and adverse weather conditions. Whilst the cumulative effects on ferry routeing is determined to be moderate adverse, the Project makes minimal contribution to these cumulative effects and they are not matters which should attract weight in the planning balance on the application. Furthermore, the presence of the Project does not impact upon the potential alternative routing options available which may be necessary as a result of the other Round 4 projects in the Irish Sea. Further details on changes to transit times and existing routing is contained within the **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1), **Appendix 14.2 Cumulative Regional Navigation Risk Assessment** (Document Reference 5.2.14.2) and **Chapter 14 Shipping and Navigation** (Document Reference 5.2.14). As such, the Project can be considered to be in accordance with paragraph 2.8.329 of EN-3.
Paragraph 2.8.330	Where a proposed offshore wind farm is likely to affect less strategically important shipping routes, the Secretary of State should take a pragmatic approach to considering proposals to minimise negative impacts.	The affected ferry routes are not recognised sea lanes essential to international navigation and the level of importance given to them in NPS is nonetheless recognised. To the extent this policy applies to the shipping and navigation effects of the Project please see the responses to paragraphs 2.8.328 and 2.8.329 above, to which NPS policy requires a pragmatic approach to be taken by the decision maker. Further details on changes to transit times and existing routing is contained within the **Appendix 14.1 Navigation Risk Assessment** (Document Reference

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		5.2.14.1), **Appendix 14.2 Cumulative Regional Navigation Risk Assessment** (Document Reference 5.2.14.2) and **Chapter 14 Shipping and Navigation** (Document Reference 5.2.14). As such, the Project can be considered to be in accordance with paragraph 2.8.330 of EN-3.
Paragraph 2.8.331	The Secretary of State should be satisfied that risk to navigational safety is as low as reasonably practicable (ALARP). It is government policy that wind farms and all types of offshore transmission should not be consented where they would pose unacceptable risks to navigational safety after mitigation measures have been adopted.	Please see the response under paragraph 2.8.179 of EN-3 in **Table 2.10** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.331 of EN-3.
Paragraphs 2.8.332 and 2.8.333	The Secretary of State should be satisfied that the scheme has been designed to minimise the effects on recreational craft and that appropriate mitigation measures, such as buffer areas, are built into applications to allow for recreational use outside of commercial shipping routes. In view of the level of need for energy infrastructure, where an adverse effect on the users of recreational craft has been identified, and where no reasonable mitigation is feasible, the Secretary of State should weigh the harm caused with the benefits of the scheme.	There is little recreational activity in the windfarm site with recreational activity greatest to the south-east of the study area. Recreational vessels remain predominantly along the coast, particularly along the entrance to Liverpool and around Holyhead, Douglas and Rhyl. Impacts to recreational vessels have been considered within **Appendix 14.1 Navigational Risk Assessment** (Document Reference 5.2.14.1) and the impact assessment contained in **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14) As such, the Project can be considered to be in accordance with paragraphs 2.8.332 and 2.8.333 of EN-3.
Paragraph 2.8.334	The Secretary of State should make use of advice from the MCA, who will use the NRA described in paragraphs 2.8.189 and 2.8.190 above.	The MCA have been consulted throughout the pre-application NRA and CRNRA process, including participation in hazard workshops. Details of the consultation held is detailed in **Section 14.2** and **Table**

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		14.1 of **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14) and the **Consultation Report** (Document Reference 4.1). As such, the Project can be considered to be in accordance with paragraph 2.8.334 of EN-3.
Paragraph 2.8.335	The Secretary of State should have regard to the extent and nature of any obstruction of or danger to navigation which (without amounting to interference with the use of such sea lanes) is likely to be caused by the development in determining whether to grant consent for the construction, or extension, of an offshore wind farm, and what requirements to include in such a consent.	**Chapter 14 Shipping and Navigation** (Document Reference 5.1.14) has assessed the realistic worst-case scenario and is supported by the findings in **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1) and **Appendix 14.2 Cumulative Regional Navigation Risk Assessment** (Document Reference 5.2.14.2)**.** The Project does not impact on recognised sea lanes essential to international navigation. All hazards and risks relating to the safety of navigation have been assessed in the NRA and CRNRA to be ALARP. Please also see the response under paragraph 2.8.179 of EN-3 in **Table 2.10** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.335 of EN-3.
Paragraphs 2.8.336 to 2.8.340	The Secretary of State may include provisions, compliant with national maritime legislation and United Nations Convention on the Law of the Sea (UNCLOS), within the terms of a development consent as respects rights of navigation so far as they pass through waters in or adjacent to Great Britain which are between the mean low water mark and the seaward limits of the territorial sea. The provisions may specify or describe rights of navigation which:	The Project would not affect any navigation rights at any ports, harbours, the foreshore, inland tidal waters or the territorial sea and the Applicant does not envisage the SoS's utilisation of his power to include provisions for navigation within the terms of development consent. The assessment in **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14) demonstrates no internationally recognised sea lanes within the windfarm site. All Project-alone effects are

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	▪ are extinguished; ▪ are suspended for the period that is specified in the DCO; ▪ are suspended until such time as may be determined in accordance with provisions contained in the DCO; and ▪ are exercisable subject to such restrictions or conditions, or both, as are set out in the DCO. The Secretary of State should specify the date on which any such provisions are to come into force, or how that date is to be determined. The Secretary of State should require the applicant to publish any provisions that are included within the terms of the DCO, in such a manner as appears to the Secretary of State to be appropriate for bringing them, as soon as is reasonably practicable, to the attention of persons likely to be affected by them. The Secretary of State should include provisions as respects rights of navigation within the terms of a DCO only if the applicant has requested such provision be made as part of their application for development consent.	considered ALARP, and the Project has minimal contribution to cumulative routeing effects. The application of Safety Zones during the construction, operation and maintenance and decommissioning will be sought under the Energy Act 2004 as required. The assessment has demonstrated that the risk to navigation with the mitigation measures and safety zones will be ALARP. Further information is in **Safety Zone Statement** (Document Reference 4.5), **Other Consents or Licenses Required** (Document Reference 4.15), **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1), **Appendix 14.2 Cumulative Regional Navigation Risk Assessment** (Document Reference 5.2.14.2), and **Schedule of Mitigation** (Document Reference 5.5). As such, the Project can be considered to be in accordance with paragraphs 2.8.336 to 2.8.340 of EN-3.

2.11 Marine archaeology and cultural heritage

28. **Table 2.11** sets out the Project's accordance with relevant policies relating to marine archaeology and cultural heritage.

Table 2.11 Accordance with NPS policy on marine archaeology and cultural heritage

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Paragraph 5.9.10	As part of the ES the applicant should provide a description of the significance of the heritage assets affected by the proposed development including any contribution made by their setting. The level of detail should be proportionate to the importance of the heritage assets and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum, the applicant should have consulted the relevant Historic Environment Record (or, where the development is in English or Welsh waters, Historic England or Cadw) and assessed the heritage assets themselves using expertise where necessary according to the proposed development's impact.	**Chapter 15 Marine Archaeology and Cultural Heritage** (Document Reference 5.1.15) contains a description of heritage assets and their significance (in Section 15.5). The Applicant has therefore considered the significance of the archaeological receptors and the contribution of setting to that significance. The Applicant has consulted with Historic England throughout the pre-application ETG process. As such, the Project can be considered to be in accordance with paragraph 5.9.10 of EN-1.
Paragraph 5.9.11	Where a site on which development is proposed includes, or the available evidence suggests it has the potential to include, heritage assets with an archaeological interest, the applicant should carry out appropriate desk-based assessment and, where such desk-based research is insufficient to properly assess the interest, a field evaluation. Where proposed development will affect the setting of a heritage asset, representative visualisations may be necessary to explain the impact.	**Section 15.5** of **Chapter 15 Marine Archaeology and Cultural Heritage** (Document Reference 5.1.15) provides a full assessment in NPS policy terms of the baseline environment. Within the Project windfarm site there are no heritage assets subject to statutory protection and no known submerged prehistoric sites. Geophysical survey has been conducted across the windfarm site and analysed. There are no known wrecks within the windfarm site and no geophysical anomalies of high potential to be of archaeological significance. Four medium potential anomalies within the windfarm site have been assigned Archaeological

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		Exclusion Zones (AEZs). These are of anthropogenic origin and would require further investigation to establish their archaeological significance Seventeen low potential anomalies within the site (potentially of anthropogenic origin but unlikely to be of archaeological significance) would be avoided by means of micrositing during detailed project design, where possible. Forty-five magnetic anomalies (items of metallic debris of uncertain archaeological interest) are also identified within the windfarm site, one of which has been assigned a Temporary Exclusion Zone (TEZ) due to its large size and greater potential to be of archaeological interest. UK Hydrographic Office (UKHO) and Historic England maritime records within the windfarm site comprise only 'fishermen's' fasteners' (places where fishermen have snagged their fishing gear). Nothing has been seen at these recorded locations in the collected geophysical data. A setting assessment has been undertaken in accordance with the Historic England advice to understand the potential impact to the setting of coastal onshore heritage assets, as set out in **Appendix 15.3 Setting Assessment** (Document Reference 5.2.15.3). As such, the Project can be considered to be in accordance with paragraph 5.9.11 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Paragraph 5.9.12	The applicant should ensure that the extent of the impact of the proposed development on the significance of any heritage assets affected can be adequately understood from the application and supporting documents.	**Chapter 15 Marine Archaeology and Cultural Heritage** (Document Reference 5.1.15) provides an account of the potential impacts of the Project upon heritage assets and their cultural heritage significance. As such, the Project can be considered to be in accordance with paragraph 5.9.12 of EN-1.
Paragraph 5.9.13	The applicant is encouraged, where opportunities exist, to prepare proposals which can make a positive contribution to the historic environment, and to consider how their scheme takes account of the significance of heritage assets affected. This can include, where possible: ▪ enhancing, through a range of measures such a sensitive design, the significance of heritage assets or setting affected ▪ considering where required the development of archive capacity which could deliver significant public benefits ▪ considering how visual or noise impacts can affect heritage assets, and whether there may be opportunities to enhance access to, or interpretation, understanding and appreciation of, the heritage assets affected by the scheme	The contribution of data to academic and scientific research would be considered post-consent in consultation with key stakeholders, including Historic England, and is set out in the **Outline Offshore Written Scheme of Investigation** (Document Reference 6.10). As such, the Project can be considered to be in accordance with paragraph 5.9.13 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.78	Applicants should submit an outline archaeological Written Scheme of Investigation (WSI) as part of the DCO submission, with a commitment to complete a project specific WSI post-consent in consultation with Historic England.	This DCO application includes an **Outline Offshore Written Scheme of Investigation** (Document Reference 6.10). The WSI is secured in the DML in the **draft DCO** (Document Reference 3.1) and will be prepared post-consent in consultation with HE. As such, the Project can be considered to be in accordance with paragraph 2.8.78 of EN-3.
Impacts		
Paragraph 2.8.168	Consultation with the relevant statutory consultees on the potential impacts on the marine historic environment should be undertaken by applicants at an early stage of development, taking into account any applicable guidance (e.g., offshore renewables protocol for archaeological discoveries.	Consultation has been undertaken with relevant statutory consultees throughout the pre-application phase, including via the EPP, and is recorded in the **Consultation Report** (Document Reference 4.1). Consultation will be on-going throughout the development process. Relevant standards and guidance referred in the assessment are listed in **Section 15.4.1.2** of **Chapter 15 Marine Archaeology and Cultural Heritage** (Document Reference 5.1.15). As such, the Project can be considered to be in accordance with paragraph 2.8.168 of EN-3.
Paragraphs 2.8.169 to 2.8.171	Assessment of potential impacts upon the historic environment should be considered as part of the Environmental Impact Assessment process undertaken to inform any application for consent. Desk based studies to characterise the features of the historic environment that may be affected by a proposed development and assess any likely significant effects should be undertaken by competent archaeological experts.	**Chapter 15 Marine Archaeology and Cultural Heritage** (Document Reference 5.1.15) provides the results of the desk-based assessment and the archaeological assessment of marine geophysical and geotechnical data undertaken to date. With the adoption of archaeological mitigation, there would be at worst minor adverse residual effects (not significant in EIA terms) on heritage assets during the

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	These studies should consider any geotechnical or geophysical surveys that have been undertaken to aid the wind farm and/or offshore transmission design.	construction, operation and maintenance, and decommissioning phases of the Project. Further information is in **Appendix 15.1 Archaeological Assessment of Geophysical and Hydrographic Data Heritage** (Document Reference 5.2.15.1) Please also see the response under paragraph 5.9.11 of EN-1 in **Table 2.11** of this document. As such, the Project can be considered to be in accordance with paragraphs 2.8.169 to 2.8.171 of EN-3.
Paragraph 2.8.175	Once a site has been chosen, it may be necessary to undertake further archaeological assessment, including field evaluation investigations prior to construction, to understand a known site's significance and full extent, and, to identify as yet unknown heritage assets when considering the options for detailed site development, in accordance with an archaeological written scheme of investigation included with the application.	The archaeological assessment of pre-construction survey data, including high resolution geophysical data undertaken for the purposes of UXO identification, would further clarify the nature and extent of identified anomalies and the scheme design would be modified to avoid heritage assets where possible. If features cannot be avoided, then additional work may be required to establish the archaeological interest of the feature (e.g., investigation of individual anomalies (ground truthing) through Remote Operator Vehicle (ROV) and/or diver survey) and to record features prior to removal, as appropriate. In the event of an unexpected discovery during intrusive works, this would be reported using a formal Protocol for Archaeological Discoveries (PAD) which would establish whether the recovered objects are of archaeological interest and recommend appropriate mitigation measures where necessary.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		The approach to implementation of mitigation measures is set out in the **Outline Offshore Written Scheme of Investigation** (Document Reference 6.10). The WSI developed post-consent (following the broad principles in the Outline Offshore Written Scheme of Investigation) would form an umbrella document for all survey, investigation and assessment, supported by activity-specific method statements. The WSI including the PAD and a methodology for further site investigation, to be prepared in consultation with Historic England, is secured under a condition in the DML in the **draft DCO** (Document Reference 3.1) for approval by the MMO. As such, the Project can be considered to be in accordance with paragraph 2.8.175 of EN-3.
Paragraph 2.8.176	Assessment may also include the identification of any beneficial effects on the marine historic environment, for example through improved access or the contribution to new knowledge that arises from investigation."	Any potential beneficial effects to the marine archaeology and cultural heritage resource resulting from the Project have been identified and incorporated as part of **Chapter 15 Marine Archaeology and Cultural Heritage** (Document Reference 5.1.15). The contribution of data to academic and scientific research would be considered post-consent in consultation with key stakeholders, including Historic England, and is set out in the **Outline Offshore Written Scheme of Investigation** (Document Reference 6.10). As such, the Project can be considered to be in accordance with paragraph 2.8.176 of EN-3.
Mitigation		

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraphs 2.8.252 and 2.8.253	The avoidance of important heritage assets to ensure their protection in situ, is the most effective form of protection. This can be achieved through the implementation of exclusion zones around known and potential heritage assets which preclude development activities within their boundaries.	The Project will avoid all direct impacts to known heritage assets. The approach to mitigation is to avoid these features via AEZ. AEZs would remain for the life of the project or until ground truthing or higher resolution data determines a reduction in potential, significance, or extents. Where an anomaly is not visible in the survey data but likely to exist on the seabed at a known position or where the extents of an anomaly are not fully identifiable, Temporary Archaeological Exclusion Zones (TEZs) would be employed. TEZs have been identified as highly likely to be altered following higher resolution or full coverage data assessment, however, they would remain in place until alterations have been formally agreed. Further information is in **Chapter 15 Marine Archaeology and Cultural Heritage** (Document Reference 5.1.15), the **Schedule of Mitigation** (Document Reference 5.5), the **In Principle Monitoring Plan** (Document Reference 6.4) and the **Outline Offshore Written Scheme of Investigation** (Document Reference 6.10). As such, the Project can be considered to be in accordance with paragraphs 2.8.252 and 2.8.253 of EN-3.
Paragraphs 2.8.255 and 2.8.256	The ability of the applicants to microsite specific elements of the proposed development during the construction phase should be an important consideration by the Secretary of State when assessing the risk of damage to archaeology.	Avoidance of potential heritage assets by micro-siting, where possible, is one of the embedded mitigation measures for the Project. Further information is in **Chapter 15 Marine Archaeology and Cultural Heritage** (Document

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	Where requested by the applicant, the Secretary of State should consider granting consents which allow for micrositing/microrouting (see paragraphs 2.8.79 above) within a specified tolerance.	Reference 5.1.15), the **Schedule of Mitigation** (Document Reference 5.5), the **In Principle Monitoring Plan** (Document Reference 6.4) and the **Outline Offshore Written Scheme of Investigation** (Document Reference 6.10). As such, the Project can be considered to be in accordance with paragraphs 2.8.255 and 2.8.256 of EN-3.
Paragraphs 2.8.257 and 2.8.258	To ensure a programme of archaeological works have been secured, an outline WSI, covering the entirety of the defined project area and full duration of the project, that complies with the policy in this NPS, should be submitted within the application. This allows changes to be made to the precise location of infrastructure during the construction phase so that account can be taken of unforeseen circumstances such as the discovery of marine archaeological remains.	This DCO application includes an **Outline Offshore Written Scheme of Investigation** (OWSI) (Document Reference 6.10). The Applicant has consulted Historic England in the pre-application period including on the proposed content of the WSI. The OWSI includes a PAD to account for, document and report unexpected discoveries of archaeological material during intrusive works and is secured under a condition in the DML in the **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraphs 2.8.257 and 2.8.258 of EN-3.
Secretary of State decision making		
Paragraph 2.8.325	The Secretary of State should be satisfied that any proposed offshore wind farm and/ or offshore transmission project has appropriately considered and mitigated for any impacts to the historic environment, including both known heritage assets, and discoveries that may be made during the course of development.	**Chapter 15 Marine Archaeology and Cultural Heritage** (Document Reference 5.1.15) concludes that with the adoption of archaeological mitigation, there would be no significant effects in EIA terms from the Project alone or cumulatively. Please see the responses under paragraphs 2.8.252 and 2.8.253, paragraphs 2.8.255 and 2.8.256 and

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		paragraphs 2.8.257 and 2.8.258 of EN-3 in **Table 2.11** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.325 of EN-3.

2.12 Civil and military aviation and radar

29. **Table 2.12** set out the Project's accordance with relevant policies relating to civil and military aviation and radar.

Table 2.12 Accordance with NPS policy on civil and military aviation and radar

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
5.5 Civil and Military Aviation and Defence Interests		
Aviation		
Paragraph 5.5.5	UK airspace is important for both civilian and military aviation interests. It is essential that new energy infrastructure is developed collaboratively alongside aerodromes, aircraft, air systems and airspace so that safety, operations and capabilities are not adversely affected by new energy infrastructure. Likewise, it is essential that aerodromes, aircraft, air systems and airspace operators work collaboratively with energy infrastructure developers essential for net zero. Aerodromes can have important economic and social benefits, particularly at the regional and local level, but their needs must be balanced with the urgent need for new energy developments, which bring about a wide range of social, economic and environmental benefits.	The Applicant recognises the importance of the airspace and co-existence and cooperation with stakeholders, including the CAA, National Air Traffic Services (NATS), the Ministry of Defence (MOD), civil airports and oil and gas operators. The Applicant has undertaken consultation with aviation stakeholders as detailed in **Table 16.1** of **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16) and the **Consultation Report** (Document Reference 4.1). Impacts on aviation receptors are assessed in **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16), including identification of mitigation measures where required. As such, the Project can be considered to be in accordance with paragraph 5.5.5 of EN-1.
Paragraph 5.5.6	Commercial civil aviation is largely confined to designated corridors of controlled airspace and set approaches to airports. However, other aircraft often fly outside of 'controlled air space'.	The Project windfarm site lies within uncontrolled class G airspace extending from sea level to approximately 19,500ft AMSL (above mean sea level). Impacts associated with the creation of an aviation obstacle environment through the development of the

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		Project and with increased air traffic in the Project area, including aircraft operating in uncontrolled airspace are assessed in **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). As such, the Project can be considered to be in accordance with paragraph 5.5.6 of EN-1.
Paragraph 5.5.7	The approaches and flight patterns to aerodromes can be irregular owing to a variety of factors including the performance characteristics of the aircraft concerned and the prevailing meteorological conditions. It may be possible to adapt flight patterns to work alongside new energy infrastructure without impacting on aviation safety.	The Project would not affect approaches or flight patterns to any aerodromes. However, this NPS policy recognising the possibility of adapting flight patterns to work alongside new energy infrastructure is relevant to the extent that this policy principle may be applied by the Examining Authority/SoS to helicopter access to existing gas platform helidecks. Please see the response to Paragraph 2.8.200 of EN-3 in **Table 2.13**. For effects on Instrument Flight Procedures (IFPs) please see the response to paragraphs 5.5.42 and 5.5.50. This policy is considered not relevant to the Project insofar as it relates to aerodromes.
Safeguarding		
Paragraphs 5.5.11	Aerodromes that are officially safeguarded will have officially produced plans that show the Obstacle Limitation Surfaces (OLS). Care must be taken to ensure that new developments do not infringe these protected OLS except where an aerodrome operator has considered the development and either determined there to be no adverse impact or agreed an acceptable mitigation can be put in place, as these encompass	Potential impacts of the Project are assessed in **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16), with supporting analysis set out in **Appendix 16.1 Airspace Analysis and Radar Modelling** (Document Reference 5.2.16.1), **Appendix 16.2 Blackpool Instrument Flight Procedure Safeguarding Report** (Document Reference 5.2.16.2) and **Appendix 16.3 Other**

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
	the critical airspace within which key air traffic associated with the aerodrome operates.	**Instrument Flight Procedure Assessments** (Document Reference 5.2.16.3). The Applicant has assessed the impact of creating an aviation obstacle environment in the construction and operation/maintenance phases. It is concluded that there would be moderate significant effects on Blackpool Airport, Walney Aerodrome, Warton Aerodrome and Royal Air Force (RAF) Valley. However, with additional mitigation measures (consultation and revisions to Minimum Sector Altitudes (MSAs) and Instrument Flight Procedure (IFPs) as required), the residual effect will reduce to not significant in EIA terms. The IoM Airport has raised the potential cumulative impact with the processing capacity of the Primary Surveillance Radar (PSR) affected by all the potential WTGs from a number of projects in the Radar Line of Sight (RLoS). Engagement with IoM Airport is continuing to further understand any potential radar issues and mitigate these concerns. Future offshore windfarms must have all necessary radar mitigations in place before becoming operational, with such mitigation implemented, the potential for cumulative effects on civil and military radars has been assessed as not significant. The Applicant has engaged with affected stakeholders to identify acceptable mitigations and will continue engagement to further identify and develop mitigations. Details of consultation undertaken to date are detailed in **Table 16.1 of Chapter 16 Civil and Military**

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		Aviation and Radar (Document Reference 5.1.16) and the **Consultation Report** (Document Reference 4.1). As such, the Project can be considered to be in accordance with paragraph 5.5.11 of EN-1.
Paragraph 5.5.19	New energy infrastructure may cause obstructions in MOD low flying areas. A balance must be struck between defence and energy needs in these areas.	The impacts of creating an obstacle environment and increased air traffic due to windfarm activities may interact with military low flying have been assessed to be not significant with implementing embedded mitigation measures. Refer to **Sections 16.6.3.2** and **16.6.4.2** of **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). As such, the Project can be considered to be in accordance with paragraph 5.5.19 of EN-1.
Paragraph 5.5.20	Sufficient air training space and space for civil operations will be required and operation around structures such as wind turbines will become increasingly important as the number of these structures increase.	**Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16) has concluded that effects on RAF Valley, after mitigation, are not significant in EIA terms (see response to paragraph 5.5.11 of EN-3 above). With regard to civil operations, the impact of WTGs on helicopter access to gas platform helidecks is detailed in **Appendix 17.1 Helicopter Access Study** (Document Reference 5.2.17.1). There would be no impact on day Visual Meteorological Conditions (VMC) i.e. visual, access; any impact would be where instruments are required to be used (Instrument Meteorological Conditions). Such impacts would be logistical, and Search and Rescue (SAR) access would remain unaffected, as further discussed in **Chapter 17**

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		Infrastructure and Other Users (Document Reference 5.1.17). A 1.5nm separation radius from WTGs and OSPs would allow day VMC access to the Calder CA1 and South Morecambe (CPC-1/DP1) as secured in protective provisions in the **draft DCO** (Document Reference 3.1). Consultation with relevant platform operators has been undertaken. In relation to potential logistical impacts to operations resulting from potential for access restrictions at certain times, engagement is ongoing with Harbour Energy and Spirit Energy on the terms of suitable cooperation and coexistence agreements, with protective provisions which make provision for additional costs if required included in the **draft DCO** (Document Reference 3.1) for completeness (as further discussed in Chapter 17 Infrastructure and Other Users). Since SAR helicopters operated on behalf of MCA are not constrained by commercial air transport meteorological limits this means SAR can be provided at any time. Therefore, sufficient space for civil aviation operations would remain in the vicinity of the Project and as such, the Project can be considered to be in accordance with paragraph 5.5.20 of EN-1.
Communications, navigation and surveillance (CNS) infrastructure		
Paragraph 5.5.25	Applicants should provide relevant information on proposed developments to enable CNS owners/operators to consider upgrades appropriately.	The applicant has provided relevant information on the Project to enable consideration by Communications, Navigation and Surveillance (CNS) operators as set out

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		in **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16) and **Appendix 16.1 Airspace Analysis and Radar Modelling** (Document Reference 5.2.16.1). As such, the Project can be considered to be in accordance with paragraph 5.5.25 of EN-1.
Other defence interests		
Paragraph 5.5.36	The joint industry and government Air Defence and Offshore Wind Mitigation Task Force was set up to enable the co-existence of UK Air Defence and offshore wind. The Strategy and Implementation Plan sets the direction for that collaboration. The recommendations generated from this Task Force should be referred to by both defence and energy stakeholders.	The potential impacts of the Project on MOD assets and activities are considered in **Sections 17.5 and 17.6** of **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17) and further in **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16) Consultation with the MOD has been undertaken by the Applicant, an overview is provided in **Table 17.1** of **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17) and **Table 16.1** of **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). The Applicant has progressed effective co-existence solutions and engagement would continue as the final Project design develops and throughout all development phases of the Project, as required. As such, the Project can be considered to be in accordance with paragraph 5.5.36 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Applicant assessment		
Paragraph 5.5.37	Where the proposed development may affect the performance of civil or military aviation CNS, meteorological radars and/or other defence assets an assessment of potential effects should be set out in the ES.	The windfarm site is outside all Met Office meteorological radar consultation zones. **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16) has assessed the impact on CNS. The assessment has considered effects with respect to impacts on radar and UK airspace predicted due to the physical presence of the Project and associated air traffic during the construction, operation and maintenance, and decommissioning phases. Potential impacts are physical obstruction to aircraft, increased air traffic in the area related to windfarm activities, and interference on radars caused by rotating WTG blades. For all these impacts, with agreed mitigations plans in place, the Project alone residual effect has been assessed as not significant. Cumulative effects are assessed in **Section 16.7** of **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). Potential cumulative effects have been considered for WTG impacts on PSRs in the operation and maintenance phase, aviation impacts from creating an offshore obstacle environment in the construction and operation and maintenance phases and impacts from increased air traffic activity in all phases. For all these impacts, with agreed mitigations plans in place, the cumulative effect of all plans and projects has been assessed as not significant. Aside from RADAR there would be no measurable effects upon other terrestrial based aviation CNS systems as the Project is considerably outside

Paragraph Reference	NPS Policy	Accordance with the NPS
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		applicable safeguarding limits pertaining to such CNS infrastructure. As such, the Project can be considered to be in accordance with paragraph 5.5.37 of EN-1.
Paragraph 5.5.39	The applicant should consult the MOD, Met Office, Civil Aviation Authority (CAA), NATS and any aerodrome – licensed or otherwise – likely to be affected by the proposed development in preparing an assessment of the proposal on aviation, meteorological or other defence interests.	Consultation has been established with potentially affected stakeholders and would continue as the Project design progresses. Consultation has been undertaken in line with the general process described in **Chapter 6 EIA Methodology** (Document Reference 5.1.6) and is detailed in **Table 16.1** of **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16) and the **Consultation Report** (Document Reference 4.1). Targeted consultation undertaken included interested parties, the CAA, NATS, En-route Limited (NERL), MOD and civil airports and oil and gas operators. The Met Office has not been consulted as the windfarm site is outside all Met Office consultation zones. As such, the Project can be considered to be in accordance with paragraph 5.5.39 of EN-1.
Paragraph 5.5.40	Any assessment of effects on aviation, meteorological or other defence interests should include potential impacts of the project upon the operation of CNS infrastructure, flight patterns (both civil and military), generation of weather warnings and forecasts, other defence assets (including radar) and aerodrome operational procedures. It should also assess the demonstratable cumulative effects of the project with other relevant projects in relation to aviation, meteorological and defence.	Potential impacts of the Project are assessed in **Section 16.6** of **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). The assessment has considered effects with respect to impacts on radar and UK airspace predicted due to the physical presence of the Project and associated air traffic during the construction, operation and maintenance, and decommissioning phases. Potential impacts are physical obstruction to aircraft, increased air traffic in the area related to windfarm activities, and

Paragraph Reference	NPS Policy	Accordance with the NPS
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		interference on radars caused by rotating WTG blades. For all these impacts, with agreed mitigations plans in place, the Project alone residual effect has been assessed as not significant. Cumulative effects are assessed in **Section 16.7** of **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). Potential cumulative effects have been considered for WTG impacts on PSRs in the operation and maintenance phase, aviation impacts from creating an offshore obstacle environment in the construction and operation and maintenance phases and impacts from increased air traffic activity in all phases. For all these impacts, with agreed mitigations plans in place, the cumulative effect of all plans and projects has been assessed as not significant. As such, the Project can be considered to be in accordance with paragraph 5.5.40 of EN-1.
Paragraph 5.5.42	If any relevant changes are made to proposals during the pre-application and determination period, it is the responsibility of the applicant to ensure that the relevant aviation, meteorological and defence consultees are informed as soon as reasonably possible.	The Applicant has engaged with aviation stakeholders throughout the pre-application period, including on updated assessments arising from refinements made to the windfarm site boundary and WTG parameters since PEIR, and will continue to do so during the determination period. Furthermore, the **draft DCO** (Document Reference 3.1) would impose restrictions on the operation of WTGs until appropriate mitigation has been agreed by the SoS in consultation with the MOD. A similar requirement was included at East Anglia ONE North, Hornsea Four and Sheringham and Dudgeon Extension.

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		A similar restriction is imposed by the **draft DCO** (Document Reference 3.1) on the construction of WTGs until appropriate mitigation scheme for primary radar has been agreed and an Instrument Flight Procedure (IFP) scheme has been approved by airport operators and the CAA in consultation with NATS These provisions will ensure that aviation stakeholders are kept informed and mitigation measures can be agreed upon. As such, the Project can be considered to be in accordance with paragraph 5.5.42 of EN-1.
Mitigation		
Paragraph 5.5.43	The applicant should include appropriate mitigation measures as an integral part of the proposed development.	Appropriate mitigation measures are outlined in **Section 16.6.3.1** of in **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16), **Schedule of Mitigation** (Document Reference 5.5) and **Appendix 16.1 Airspace Analysis and Radar Modelling** (Document Reference 5.2.16.1). Embedded mitigation measures include: ▪ Aviation stakeholders would be made aware of the Project via Notice to Airmen (NOTAMs) and obstacle details would be passed to the CAA at least eight weeks before construction commences, in compliance with MGN654 as secured in the **draft DCO** (Document Reference 3.1). ▪ Marking and lighting of obstacles would be in accordance with ANO Article 223, MGN654 and MOD requirements as appropriate, secured

Paragraph Reference	NPS Policy	Accordance with the NPS
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		under a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ WTGs and OSPs would be separated (using a 1.5nm radius) from operating oil and gas platforms with a helicopter deck, unless agreed otherwise, secured within protective provisions in the **draft DCO** (Document Reference 3.1) ▪ An ERCoP would be agreed with MCA and implemented for all phases of the Project, in compliance with MGN654 as secured under a condition in the DML in the **draft DCO** (Document Reference 3.1) The Applicant is also progressing additional mitigation measures including: ▪ Consultation with the MOD to agree the implementation of embedded mitigation ▪ Ongoing engagement with offshore gas platform and helicopter operators to detail coexistence measures ▪ Consultation and agreement with the MCA and MMO post-consent on the WTG and OSP(s) layout and SAR requirements ▪ Consultation with stakeholders to enable the revisions to MSAs and associated IFPs to be made once final details of WTG locations and blade tip heights are known.

Paragraph Reference	NPS Policy	Accordance with the NPS
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		▪ Technical mitigation solution applied to impacted radars to be agreed with operators Further information is in **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). As such, the Project can be considered to be in accordance with paragraphs 5.5.59 and 5.5.60 of EN-1.
Secretary of State decision making		
Paragraph 5.5.49	The Secretary of State should be satisfied that the effects on meteorological radars, civil and military aerodromes, aviation technical sites and other defence assets or operations have been addressed by the applicant and that any necessary assessment of the proposal on aviation, NSWWS or defence interests has been carried out.	The Applicant has assessed the potential effects on civil and military aviation and radar and no residual significant effects have been identified in **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). As such, the Project can be considered to be in accordance with paragraph 5.5.49 of EN-1.
Paragraph 5.5.50	In particular, the Secretary of State should be satisfied that the proposal has been designed, where possible, to minimise adverse impacts on the operation and safety of aerodromes and that realistically achievable mitigation is carried out on existing surveillance systems such as radar/tracking technologies. It is incumbent on Operators of aerodromes to regularly review the possibility of agreeing to make reasonable changes to operational procedures.	In addition to the embedded mitigation measures, the Applicant has identified realistic and achievable mitigation measures with aerodromes and NATS: ▪ It has been agreed with Blackpool Airport that the impact on its IFPs can be mitigated by amending them, secured in the **draft DCO** (Document Reference 3.1). ▪ Impact on Walney Aerodrome's IFPs can be mitigated by amendment of the IFPs, secured in the **draft DCO** (Document Reference 3.1) ▪ Impact on Warton Aerodrome's and RAF Valley's IFPs can be mitigated by amendment of the

Paragraph Reference	NPS Policy	Accordance with the NPS
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		IFPs, secured in the **draft DCO** (Document Reference 3.1). ▪ NATS has confirmed that a mitigation solution has been identified to mitigate adverse impacts on Great Dun Fell, Lowther Hill and St Annes PSRs. The Applicant has commenced discussions with NATS concerning the implementation of the solution. This is secured in the **draft DCO** (Document Reference 3.1). ▪ Engagement with IoM Airport is continuing to further understand any potential cumulative radar issues and mitigate these concerns. As such, the Project can be considered to be in accordance with paragraph 5.5.50 of EN-1.
Paragraph 5.5.51	When assessing the necessity, acceptability, and reasonableness of operational changes to aerodromes, the Secretary of State should be satisfied that they have the necessary information regarding the operational procedures along with any demonstrable risks or harm of such changes, taking into account the cases put forward by all parties. When making such a judgement in the case of military aerodromes, the Secretary of State should have regard to interests of defence and national security.	The necessary information has been provided to aerodrome operators and to the MOD through the pre-application consultation period as set out in the **Consultation Report** (Document Reference 4.1) and **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). As such, the Project can be considered to be in accordance with paragraph 5.5.51 of EN-1.
Paragraph 5.5.52	In the case of meteorological radars, the Secretary of State should consider the extent to which the provision of weather and flood warnings is compromised.	Paragraph 5.5.52 is not relevant to the Project. Impacts on meteorological interests have not been assessed in **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16) as the windfarm site is outside all Met Office consultation zones.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Paragraph 5.5.53	If there are conflicts between the government's energy and transport policies and military interests in relation to the application, the Secretary of State should expect the relevant parties to have made appropriate efforts to work together to identify realistic and pragmatic solutions to the conflicts. In so doing, the parties should seek to protect the aims and interests of the other parties as far as possible, recognising simultaneously the evolving landscape in terms of the UK's energy security and the need to tackle climate change, which necessitates the installation of wind turbines and the need to maintain air safety and national defence and the national weather warning service.	The MOD has confirmed that the Project would not have an operational impact on either Great Dun Fell PSR or Warton PSR and does not anticipate any concerns relating to military maritime activities, as detailed in **Table 16.1** of **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). Mitigations for Warton and RAF Valley IFPs have been identified (consultation and revisions to MSAs and IFPs as required in order to mitigate any adverse impact), alongside the required notification and approvals from the CAA. Engagement with the MOD would continue as the Project progresses post-DCO submission, as set out in **Section 16.2** of **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). Please refer to **Table 2.18** of this document for assessing the Project's compliance with transport policies. As such, the Project can be considered to be in accordance with paragraph 5.5.53 of EN-1.
Paragraph 5.5.54	There are statutory requirements concerning lighting to tall structures. Where lighting is requested on structures that goes beyond statutory requirements by any of the relevant aviation and defence consultees, the decision maker should satisfy itself of the necessity of such lighting taking into account the case put forward by the consultees. The effect of such lighting on the landscape and ecology may be a relevant consideration.	Marking and lighting statutory requirements are established as embedded mitigation, as discussed in **Section 16.3.3** of **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16) and **Schedule of Mitigation** (Document Reference 5.5). No lighting requirements beyond these requirements have been requested by relevant consultees to date. The effects of lighting on offshore ornithology have been considered. The lighting impacts on Manx shearwater has been considered in **Chapter 12**

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		Offshore Ornithology (Document Reference 5.1.12), and the conclusion of this referenced in the **RIAA** (Document Reference 4.9). Overall, it was considered that lighting was not likely to significantly affect Manx shearwaters, and that any such impacts would not affect the conclusions of the assessment. The visual impact of lighting is also assessed in **Chapter 18 Seascape, Landscape and Visual Impact Assessment** (Document Reference 5.1.18). A lighting scheme for the Project in its operational phase would be agreed for the aviation lighting of structures (WTGs and OSP(s)) with relevant authorities. This commitment provides for minimising lighting impacts as far practicable, whilst ensuring compliance with legal requirements for lighting and marking the Project. Aviation warning lights would have reduced intensity at and below the horizontal and allow a further reduction in lighting intensity when the visibility in all directions from every WTG is more than 5km, which will reduce ornithological and seascape/landscape visual impacts. As such, the Project can be considered to be in accordance with paragraph 5.5.54 of EN-1.
Paragraph 5.5.55	Lighting must also be designed in such a way as to ensure that there is no glare or dazzle to pilots and/or ATC, aerodrome ground lighting is not obscured and that any lighting does not diminish the effectiveness of aeronautical ground lighting and cannot be confused with aeronautical lighting.	In accordance with the Air Navigation Order (ANO) Article 223, offshore wind turbine obstacles have to be lit when they exceed 60m above HAT with a medium intensity (2000 candela (cd)) steady red light mounted on the top of each nacelle and requires for limited downward spillage of light. To satisfy MOD requirements, the WTGs would also be required to be fitted with infra-red lighting in

Paragraph Reference	NPS Policy	Accordance with the NPS
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		combination with the ANO Article 223 lights. Lighting intensity would be reduced at and below the horizontal and further reduced when visibility in all directions from every WTG is more than 5km. Further information on embedded mitigation in relation to marking and lighting is in **Section 16.3.3.3** of **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). As such, the Project can be considered to be in accordance with paragraph 5.5.55 of EN-1.
Paragraph 5.5.56	Where new technologies to mitigate the adverse effects of wind farms on surveillance systems, such as radar, are concerned, the Secretary of State should have regard to any Civil Aviation Authority Guidelines and/or government guidance which emerges from existing and future including the joint government/Industry Aviation Management Board and the Joint Air Defence and Offshore Wind Task Force.	The applicant is developing any necessary mitigation measures as set out in the response given to Paragraph 5.5.58 of EN-1 below. As such, the Project can be considered to be in accordance with paragraph 5.5.56 of EN-1.
Paragraph 5.5.57	Where suitable technological solutions have not yet been developed or proven, the Secretary of State will need to consider the likelihood of a solution becoming available within the time limit for implementation of the Development Consent Order.	Details of identified mitigation solutions are described in **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16), Engagement with IoM Airport is continuing to further understand any potential radar issues and mitigate these concerns. Future offshore windfarms must have all necessary radar mitigations in place before becoming operational. Given that the proposed Mona Offshore Wind Project and Morgan Offshore Wind Project Generation Assets developments may require similar radar mitigations in similar timelines, the Applicant will liaise with other projects to achieve appropriate radar mitigation solutions.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		It should also be noted that, for Awel y Môr Offshore Wind Farm, NATS have stated that radar mitigation must be implemented before the installation of turbine blades and the **draft DCO** (Document Reference 3.1) includes a Requirement for the Project to provide a Primary Radar Mitigation Scheme. Therefore, The SoS should be satisfied that a realistic solution can be found before the Project completes the construction phase. As such, the Project can be considered to be in accordance with paragraph 5.5.57 of EN-1.
Paragraph 5.5.58	Where a proposed energy infrastructure development would significantly impede or compromise the safe and effective use of civil or military aviation, meteorological radars, defence assets and/or significantly limit military training, the Secretary of State may consider the use of 'Grampian conditions', or other forms of requirement which relate to the use of current or future technological solutions, to mitigate impacts on legacy CNS equipment.	The Project would not significantly impede or compromise the safe and effective use of civil or military aviation, meteorological radars, defence assets and/or significantly limit military training. As shown in the assessment in **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16), the Project does not impede or compromise the operation of: ▪ Blackpool Airport, Walney Aerodrome, Warton Aerodrome and RAF Valley – Revisions to MSAs and IFPs will reduce the effects to not significant in EIA terms. ▪ IoM Airport - Engagement with IoM Airport is continuing to further understand any potential radar issues and mitigate these concerns. ▪ Civil and military PSRs - NATS has confirmed that a mitigation solution has been identified to mitigate adverse impacts on Great Dun Fell,

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		Lowther Hill and St Annes PSRs. The Applicant has commenced discussions with NATS concerning implementation of the solution. ▪ Military low flying - The MOD agrees to implementation of embedded mitigation measures which will reduce the impacts to not significant ▪ Helicopter access to gas platform helidecks - The potential impacts would be of a logistical nature and SAR access would remain unaffected, as identified in **Appendix 17.1 Helicopter Access Study** (Document Reference 5.2.17.1). A 1.5nm separation radius to WTGs/OSPs would allow day VMC access to the Calder CA1 and South Morecambe platforms as secured in protective provisions in the **draft DCO** (Document Reference 3.1). With appropriate mitigation measures within the **Schedule of Mitigation** (Document Reference 5.5) and with protective provisions in place, all aviation impacts would be reduced to not significant in EIA terms. Appropriate Requirements and/or Protective Provisions have been included in the **draft DCO** (Document Reference 3.1) to secure the above mitigation, including where appropriate Grampian conditions. As such, the Project can be considered to be in accordance with paragraph 5.5.58 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Paragraphs 5.5.59 and 5.5.60	Where, after reasonable mitigation, operational changes, obligations and requirements have been proposed, the Secretary of State should consider whether: ▪ a development would prevent a licensed aerodrome from maintaining its licence and the operational loss of the said aerodrome would have impacts on national security and defence, or result in substantial local/national economic loss, or emergency service needs ▪ it would cause harm to aerodromes' training or emergency service needs ▪ the development would impede or compromise the safe and effective use of defence assets or unacceptably limit military training ▪ the development would have a negative impact on the safe and efficient provision of en-route air traffic control services for civil aviation, in particular through an adverse effect on CNS infrastructure ▪ the development would compromise the effective provision of weather warnings by the NSWWS, or flood warnings by the UK's flood agencies Provided that the Secretary of State is satisfied that the impacts present risks to national security and physical safety, such that they outweigh the urgent need for an acceleration in the deployment of offshore wind, or other technology; and provided that the Secretary of State is satisfied that all efforts have been made by the parties to find an acceptable mitigation of the impact, and that such mitigation is not available, consent should not be granted.	After the implementation of mitigation measures as secured by requirements, DML conditions and protective provisions in the **draft DCO** (Document Reference 3.1), no residual significant effects on civil and military aviation and radar have been identified. As such, the Project can be considered to be in accordance with paragraphs 5.5.59 and 5.5.60 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.50	The applicant will also need to consider impacts on civil and military radar and other aviation and defence interests (Section 5.5 of EN-1).	Please see the response under paragraph 5.5.40 of EN-1 in **Table 2.12** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.50 of EN-3.
Paragraph 2.8.240	Aviation and navigation lighting should be minimised and/or on demand (as encouraged in EN-1 Section 5.5) to avoid attracting birds, taking into account impacts on safety.	Please see the responses under paragraph 2.8.240 of EN-3 in **Table 2.8** and paragraph 5.5.55 of EN-1 in **Table 2.12** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.240 of EN-3.
Paragraphs 2.8.261 to 2.8.262	Detailed discussions between the applicant for the offshore wind farm and the relevant consultees should have progressed as far as reasonably possible prior to the submission of an application. As such, appropriate mitigation should be included in any application, and ideally agreed between relevant parties. In some circumstances, the Secretary of State may wish to consider the potential to use requirements involving arbitration as a means of resolving how adverse impacts on other commercial activities will be addressed.	Please see the responses under paragraph 5.5.43 of EN-1 in **Table 2.12** of this document. As such, the Project can be considered to be in accordance with paragraphs 2.8.261 and 2.8.262 of EN-3.
Paragraphs 2.8.342 and 2.8.344	Where a proposed offshore wind farm potentially affects other offshore infrastructure or activity, a pragmatic approach should be employed by the Secretary of State. Much of this infrastructure is important to other offshore industries as is its contribution to the UK economy. In such circumstances, the Secretary of State should expect the applicant to work with the impacted sector to minimise negative impacts and reduce risks to as low as reasonably practicable.	Please see the responses under paragraph 5.5.20 of EN-1 in **Table 2.12** of this document. As such, the Project can be considered to be in accordance with paragraphs 2.8.342 and 2.8.344 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraphs 2.8.345 and 2.8.346	As such, the Secretary of State should be satisfied that the site selection and site design of a proposed offshore wind farm and offshore transmission has been made with a view to avoiding or minimising disruption or economic loss or any adverse effect on safety to other offshore industries. Applicants will be required to demonstrate that risks to safety will be reduced to as low as reasonably practicable. The Secretary of State should not consent applications which pose intolerable risks to safety after mitigation measures have been considered.	Please see the response under paragraph 5.5.20 of EN-1 in **Table 2.12** of this document. As such, the Project can be considered to be in accordance with paragraphs 2.8.345 and 2.8.346 of EN-3.

2.13 Infrastructure and other users

30. **Table 2.13** sets out the Project's accordance with relevant policies relating to infrastructure and other users.

Table 2.13 Accordance with NPS policy on infrastructure and other users

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Applicant assessment		
Factors influencing site selection and design		
Other offshore infrastructure and activities		
Paragraph 2.8.44	There may be constraints imposed on the siting or design of offshore wind farms because of the presence of other offshore infrastructure, such as oil and gas, Carbon Capture, Usage and Storage (CCUS), co-location of electrolysers for hydrogen production, marine aggregate dredging, telecommunications, or activities, such as aviation and recreation.	The **Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4), provide the rationale for the location of the windfarm site which includes consideration of constraints associated with other offshore infrastructure and users. The Applicant has engaged with TCE and other stakeholders to understand current and emerging interests on, or underneath, the seabed within and around the Project windfarm site throughout the pre-application process. Please see the responses given to paragraphs 2.5.1 to 2.5.3 of NPS EN-3 and in **Tables 2.10** and **2.12** for shipping and navigation. As such, the Project can be considered to be in accordance with paragraph 2.8.44 of EN-3.
Paragraph 2.8.45	Given the scale of offshore wind deployment required to meet 2030 and 2050 ambitions, and the importance of the UK Continental Shelf (UKCS) in supporting progress towards net zero commitments there will be increasing demand on the	Coordination and coexistence with other users are part of the Project objectives set out in the **Planning Statement** (Document Reference 4.8)

Paragraph Reference	NPS Policy	Accordance with the NPS
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	UKCS which could give rise to conflicts. The occurrence of conflict between offshore development projects in the short term could restrict the capacity of the UKCS to support the variety of technologies required for the delivery of net zero.	Relevant stakeholders, including operators in vicinity of the Project have been, and will continue to be consulted throughout the application process. Further information is in the **Consultation Report** (Document Reference 4.1) and **Table 17.1** of **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17). **The Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4) provides the rationale for the location of the windfarm site which includes consideration of constraints associated with other offshore infrastructure and users. **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17) has assessed the potential effects on other users, including windfarm operations, oil and gas activities, sub-sea cables, disposal and aggregate operations, recreational boating, angling, diving and maritime, aviation and radar activities. Please also see the responses including those in **Table 2.9** for assessment associated with commercial fisheries, **Table 2.10** for assessment related to shipping and navigation, **Table 2.12** for relevant effects on air navigation and throughout this table for examples of consultation with relevant stakeholders to resolve any potential conflicts prior to application. As such, the Project can be considered to be in accordance with paragraph 2.8.45 of EN-3.
Paragraph 2.8.46	Applicants should consult the government's Marine Plans (further detailed in Section 4.5 of EN-1) which are a useful	The Applicant has submitted a **Marine Plan Policy Review** (Document Reference 4.7) in support of the DCO

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	information source of existing and known or potential activities and infrastructure.	application, which demonstrates the Project's compliance with the NWMP. The NWMP has been consulted when preparing the assessment in **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17). As such, the Project can be considered to be in accordance with paragraph 2.8.46 of EN-3.
Paragraph 2.8.47	Prior to the submission of an application involving the development of the seabed, applicants should engage with key stakeholders, such as The Crown Estate and statutory bodies to ensure they are aware of any current or emerging interests on or underneath the seabed which might give rise to a conflict with a specific application. This will ensure adequate opportunity to reduce potential conflicts and increase time to find a resolution.	The Applicant has engaged with TCE and other stakeholders to understand current and emerging interests on, or underneath, the seabed within and around the Project windfarm site throughout the pre-application process. This has included regular meetings with TCE, providing updates to the consenting process, survey activities, consultation with stakeholders and providing insight to ongoing Project assessments. As the Project is entirely based at sea, and outside of the 12 nautical mile (nm) limit, under Section 44 of the PA 2008, the Applicant consulted with TCE during the statutory consultation in 2023. Further information is in the **Consultation Report** (Document Reference 4.1) and **Table 17.1** of **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17). As such, the Project can be considered to be in accordance with paragraph 2.8.47 of EN-3.
Impacts		

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.197 and 2.8.198	Where a potential offshore wind farm is proposed close to existing operational offshore infrastructure or has the potential to affect activities for which a licence has been issued by government, the applicant should undertake an assessment of the potential effects of the proposed development on such existing or permitted infrastructure or activities. The assessment should be undertaken for all stages of the lifespan of the proposed wind farm in accordance with the appropriate policy and guidance for offshore wind farm EIAs.	**Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17) has assessed the Project for construction, operation and maintenance and decommissioning on: ▪ The potential effects on or arising from windfarm operations or renewable developments ▪ Potential effects on oil and gas infrastructure and future exploration including CCS ▪ Physical effects on subsea cables and pipelines ▪ Potential effects on disposal and aggregates site ▪ Potential effects on tourism and recreation ▪ Potential effects on MOD activities Associated assessments are further described in **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14), **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.1.14.1) and **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). As such, the Project can be considered to be in accordance with paragraphs 2.8.197 and 2.8.198 of EN-3.
Paragraph 2.8.199	Applicants should use marine plans (paragraph 2.8.7 of this NPS and Section 4.5 of EN-1) in considering which activities may be most affected by their proposal and thus where to target their assessment.	Please see the response under paragraph 2.8.46 of EN-3 in **Table 2.13**. As such, the Project can be considered to be in accordance with paragraph 2.8.199 of EN-3.
Paragraph 2.8.200	Applicants should engage with interested parties in the potentially affected offshore sectors early in the pre-application phase of the proposed offshore wind farm, with an aim to	Coordination and coexistence with other users are built into the Project objectives and in particular Objective 4 *"**Coordination:** Coordinate and coexist with other activities,*

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	resolve as many issues as possible prior to the submission of an application.	*developers and operators to use previously developed seabed to deliver the Project and its skills, employment and investment benefits in the Local Economic Area"*. Consultation with the operators of offshore infrastructure has been undertaken by the Applicant and would continue as the final Project design develops. Further information is in the **Consultation Report** (Document Reference 4.1) and in **Table 17.1** of **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17), including the users set out below. Shipping and navigation: Embedded mitigation measures and the production of VTMP and CTV passage planning outlined in **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14) and **Appendix 14.1 Navigational Risk Assessment** (Document Reference 5.2.14.1), and secured under a condition of the DML in the **draft DCO** (Document Reference 3.1) would ensure the potential effects of collision and allision during construction, operation and maintenance and decommissioning of the Project would be reduced to ALARP. Other offshore windfarms: The potential for disturbance by the Project's construction and operation and maintenance activities at other offshore windfarm sites would be limited. The separation of the projects exceeds the 7.5km criteria set by TCE as part of the Round 4 licencing. The Project sits at a greater distance than 10km from other windfarm sites and therefore, effects are considered to be small. Embedded mitigation such as promulgation of information to operators in the region regarding planned activities would be undertaken.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		Oil and gas operators - vessel access: vessel access could be accommodated with minimal impact with the implementation of embedded mitigation measures identified in **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14), **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17) and **Schedule of Mitigation** (Document Reference 5.5). Oil and gas operators – helicopter access: The impact of WTGs on helicopter access to gas platform helidecks is detailed in **Appendix 17.1 Helicopter Access Study** (Document Reference 5.2.17.1). Potential impacts would be of a logistical nature, and SAR access would remain unaffected, as identified in **Appendix 17.1**. A 1.5nm separation radius from WTGs and OSPs would allow day VMC access to the Calder CA1 and South Morecambe (CPC-1/DP1) as secured in protective provisions in the **draft DCO** (Document Reference 3.1). Consultation with relevant platform operators has been undertaken. In relation to potential logistical impacts to operations resulting from potential for access restrictions at certain times, engagement is ongoing with Harbour Energy and Spirit Energy on the terms of suitable cooperation and coexistence agreements, with protective provisions which make provision for additional costs if required included in the **draft DCO** (Document Reference 3.1) for completeness (as further discussed in **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17)). Future exploration including CCS: The Applicant is aware of emerging interest in a potential carbon storage. An appraisal license for carbon storage (CS010) was awarded to Spirit Energy Production UK Ltd on 15 September 2023 with the southern extent of the licence area overlapping with

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		part of the windfarm site. In 2024 the Applicant is coordinating geotechnical surveys for the Project with seismic surveys being conducted for CCS exploration. The CCS operation could commence, subject to completing technical assessments and successfully obtaining a seabed lease from TCE, along with other required consents. The Project's design is being progressed to minimise interaction with existing oil and gas operations, whilst being cognisant to coexist with any future CCS projects. Emergency response: The Applicant is engaging with other operators in the region and this will continue post-consent. The production of an ERCoP is part of the embedded mitigation measures as set out in the **Schedule of Mitigation** (Document Reference 5.5), as secured under a condition in DML in the **draft DCO** (Document Reference 3.1). Subsea cables and pipelines: As embedded mitigation, the Project layout design would include separation distances between the WTGs/OSP(s) and existing cables/pipelines and would look to minimise cable crossings where practical. Where the Project's inter-array cables or platform link cables cross an existing cable or pipeline, a crossing and proximity agreements would be established with the asset owner. The **draft DCO** (Document Reference 3.1) includes protective provisions that would prevent WTGs or OSP(s) from being constructed within 500 metres of cables and pipelines unless agreed in writing. Disposal and aggregates site: There is no overlap with aggregate or disposal areas and thus no direct effects. As such, the Project can be considered to be in accordance with paragraph 2.8.200 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.201	Such stakeholder engagement should continue throughout the life of the development including construction, operation and decommissioning phases where necessary.	Please see the response under paragraph 2.8.200 of EN-3 in **Table 2.13** of this document. Engagement with stakeholders would continue where necessary as the Project development plans develop and throughout the life of the development including construction, operation and decommissioning phases. As such, the Project can be considered to be in accordance with paragraph 2.8.201 of EN-3.
Paragraph 2.8.203	As many offshore industries are regulated by government, the relevant Secretary of State should also be a consultee where necessary. Such engagement should be taken to ensure that solutions are sought that allow offshore wind farms and other uses of the sea to co-exist successfully.	Please see the response under paragraph 2.8.200 of EN-3 in **Table 2.13** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.203 of EN-3.
Mitigation		
Paragraph 2.8.261	Detailed discussions between the applicant for the offshore wind farm and the relevant consultees should have progressed as far as reasonably possible prior to the submission of an application. As such, appropriate mitigation should be included in any application, and ideally agreed between relevant parties.	Consultation with the operators of offshore infrastructure and other marine users has been undertaken by the Applicant throughout the pre-application phase. Engagement would continue as the final Project design develops. Mitigation measures to support co-existence are outlined in **Table 17.3** of **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17). They include: ▪ Promulgation of information about details of construction, maintenance and decommissioning operations, associated safety zones and advisory

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		passing distances, secured under a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ An Emergency Response and Cooperation Plan (ERCoP) would be drafted post-consent, and lines of communication have been established with other operators in the region including Spirit Energy and Harbour Energy. This is secured under a condition in DML requiring compliance with MGN654 in the **draft DCO** (Document Reference 3.1). ▪ Construction, operation and maintenance, and decommissioning activity would be communicated using Notice to Mariners, secured under a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ Appropriate lighting and marking taking into consideration the existing oil and assets, in consultation with CAA, TH and MCA, secured under a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ Align WTGs, as required under MGN654, to provide obstruction free SAR access, including two lines of orientation unless otherwise agreed, secured under a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ Where practical the layout would minimise the number of cable crossings of existing third-party infrastructure. ▪ WTGs and OSP(s) would be separated (by a 1.5nm radius) from oil and gas platforms with a helicopter

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		deck secured by protective provisions in the **draft DCO** (Document Reference 3.1), and engagement is ongoing with Harbour Energy and Spirit Energy on the terms of suitable cooperation and coexistence agreements, with protective provisions which make provision for additional costs if required included in the **draft DCO** (Document Reference 3.1) for completeness ▪ WTGs and OSP(s) would not be placed within 500m of cables unless agreed otherwise (as secured in protective provisions in the **draft DCO** (Document Reference 3.1)) ▪ WTGs and OSP(s) would not be placed within 500m of pipelines and umbilicals associated with oil and gas infrastructure (as secured in Protective Provisions in the **draft DCO** (Document Reference 3.1)) ▪ Crossing and proximity agreements with relevant asset owners ▪ Pre-construction surveys to identify potential hazards within the windfarm site, secured under a condition in the DML in the **draft DCO** (Document Reference 3.1). ▪ Safety Zones would be applied: 500m safety zones around any structure where construction or decommissioning work is underwater and around any structures undergoing major maintenance during the operational phase. 50m safety zones would be applied around any partially completed structure during the construction phase. In accordance with

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		Section 95 of the Energy Act 2004, applications for Safety Zones for OREI would be made to the SoS for DESNZ post-consent. The Safety Zone application will be made once the final number and precise location for the OREI have been determined, including the WTGs and OSP(s). Further information is in the **Safety Zone Statement** (Document Reference 4.5) and **Other Consents or Licenses Required** (Document Reference 4.15). As such, the Project can be considered to be in accordance with paragraph 2.8.261 of EN-3.
Paragraph 2.8.262	In some circumstances, the Secretary of State may wish to consider the potential to use requirements involving arbitration as a means of resolving how adverse impacts on other commercial activities will be addressed.	Article 15 and Schedule 4 of the **draft DCO** (Document Reference 3.1) sets out provision for arbitration. As such, the Project can be considered to be in accordance with paragraph 2.8.262 of EN-3.
Secretary of State decision making		
Paragraph 2.8.344	In such circumstances, the Secretary of State should expect the applicant to work with the impacted sector to minimise negative impacts and reduce risks to as low as reasonably practicable.	Consultation with the operators of offshore infrastructure and other marine users has been undertaken by the Applicant throughout the pre-application phase. The Applicant has progressed effective co-existence solutions and engagement would continue as the final Project design develops. Further information is in **the Consultation Report** (Document Reference 4.1), **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14), **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17 and **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). As such, the Project can be considered to be in accordance with paragraph 2.8.344 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.345	As such, the Secretary of State should be satisfied that the site selection and site design of a proposed offshore wind farm and offshore transmission has been made with a view to avoiding or minimising disruption or economic loss or any adverse effect on safety to other offshore industries. Applicants will be required to demonstrate that risks to safety will be reduced to as low as reasonably practicable.	In the **Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4), revisions have been made to the windfarm boundary between PEIR and ES to increase the separation of the windfarm site to the nearest gas platforms and to minimise impact to shipping and navigation. Embedded mitigation measures in **Table 14.3** of **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14) and **Schedule of Mitigation** (Document Reference 5.5) had been included in the design of the Project to reduce effects to ALARP. Further information is in the **Consultation Report** (Document Reference 4.1), **Chapter 14 Shipping and Navigation** (Document Reference 5.1.14), **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17) and **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1). As such, the Project can be considered to be in accordance with paragraph 2.8.345 of EN-3.
Paragraph 2.8.347	Where a proposed development is likely to affect the future viability or safety of an existing or approved/licensed offshore infrastructure or activity, the Secretary of State should give these adverse effects substantial weight in its decision-making.	In relation to existing or approved/licensed offshore infrastructure or activities: SAR access: The Project is required to be compliant with MGN654 to provide obstruction free SAR access to ensure SAR helicopters which are tasked for major incidents, accidents and urgent medivacs would not be constrained. Safety Zones: The Applicant will apply for Safety Zones. Use of safety zones of up to 500m measured from the outer edge of the surface infrastructure during construction, major maintenance and decommissioning would be applied for

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		(see **Safety Zone Statement** (Document Reference 4.5) and **Other Consents or Licenses Required** (Document Reference 4.15)). Emergency Response: An ERCoP as required under MGN654 would be drafted post-consent, and the Applicant will liaise on these matters with other operators in the region. The production of an ERCoP is part of the embedded mitigation measures as set out in the **Schedule of Mitigation** (Document Reference 5.5), as secured under a condition in DML in the **draft DCO** (Document Reference 3.1). Windfarm operations: ▪ Viability: The separation of the projects exceeds the 7.5km criteria set by TCE as part of the Round 4 Leasing. The Project is 10km from other windfarm sites and therefore, the separation of the projects will mitigate impacts to wake effects. ▪ Safety: **Chapter 14 Shipping and Navigation**(Document Reference 5.1.14). and **Chapter 16 Civil and Military Aviation and Radar** (Document Reference 5.1.16). have assessed the impacts of increased vessel activity and helicopter operations associated with the construction, operation and maintenance and decommissioning of the Project. The residual effects have been assessed as ALARP and not significant in EIA terms. Oil and Gas operation: ▪ Viability: The **draft DCO** (Document Reference 3.1) includes Protective Provisions, restricting the location

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		of WTGs or OSP(s) within 500m of pipelines or cables and restriction on construction of WTGs or OSP(s) within 1.5nm of the existing oil platforms, unless otherwise agreed in writing. ▪ Safety: The impact of WTGs on helicopter access to gas platform helidecks is detailed in **Appendix 17.1 Helicopter Access Study** (Document Reference 5.2.17.1). Potential impacts would be of a logistical nature and SAR access would remain unaffected, as identified in **Appendix 17.1**. The Applicant will continue engagement with operators as the final Project design develops. With the adoption of mitigation measures, no effects of the Project on other offshore infrastructure or activities are assessed as having more than minor adverse effects in terms of significance (not significant in EIA terms). The NRA set out in **Appendix 14.1 Navigation Risk Assessment** (Document Reference 5.2.14.1) concludes that with the embedded mitigation measures in place, including the Project boundary changes made since PEIR, the potential effects on navigational safety are ALARP. **Chapter 14 Shipping and Navigation** (Document reference 5.1.14) concludes this to be not significant in EIA terms. Additionally, Project effects on ferry routeing is assessed as not significant in EIA terms. Engagement with ferry operators is planned to continue as the Project progresses. The SoS should therefore be satisfied that the Project does not affect the future viability or safety of existing or approved/planned licensed activities in a way which would

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		merit substantial weight being apportioned to the Project's effects. As such, the Project can be considered to be in accordance with paragraph 2.8.347 of EN-3.

2.14 Seascape, landscape and visual impact assessment

31. **Table 2.14** sets out the Project's accordance with relevant policies relating to seascape, landscape and visual impact.

Table 2.14 Accordance with NPS policy on seascape, landscape and visual impact

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
3.3 The need for new nationally significant electricity infrastructure		
The need for electricity generating capacity		
Paragraph 3.3.62 and 3.3.63	Government has concluded that there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure. Section 4.2 states which energy generating technologies are low carbon and are therefore CNP infrastructure. Subject to any legal requirements, the urgent need for CNP Infrastructure to achieving our energy objectives, together with the national security, economic, commercial, and net zero benefits, will in general outweigh any other residual impacts not capable of being addressed by application of the mitigation hierarchy. Government strongly supports the delivery of CNP Infrastructure and it should be progressed as quickly as possible.	The Project has applied the mitigation hierarchy effectively through the embedded measures incorporated within the Project design (**Chapter 5 Project Description** (Document Reference 5.1.5) and **Section 18.3.2 - 18.3.3** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) and **Schedule of Mitigation** (Document Reference 5.5). Likely significant effects on seascape, landscape and visual receptors have been reduced or mitigated following the mitigation hierarchy, including embedded measures to reduce harm, such as on the special qualities of designated landscapes and views. The residual effects arising from the Project (CNP infrastructure) that are not capable of being addressed by application of the mitigation hierarchy are assessed in **Section 18.5 to 18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). As such, the Project can be considered to be in accordance with paragraphs 3.3.62 and 3.3.63 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
4.3 Environmental Effects/Considerations		
Applicant Assessment		
Paragraphs 4.3.11 and 4.3.12	In some instances, it may not be possible at the time of the application for development consent for all aspects of the proposal to have been settled in precise detail. Where this is the case, the applicant should explain in its application which elements of the proposal have yet to be finalised, and the reasons why this is the case. Where some details are still to be finalised, the ES should, to the best of the applicant's knowledge, assess the likely worst-case environmental, social and economic effects of the proposed development to ensure that the impacts of the project as it may be constructed have been properly assessed.	**Chapter 5 Project Description** (Document Reference 5.1.5) sets out the details of the Project and which aspects are defined in detail. **Section 18.3.2** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) sets out the maximum design parameters that have been defined to ensure that the worst-case scenario seascape, landscape and visual effects are assessed. As such, the Project can be considered to be in accordance with paragraphs 4.3.11 and 4.3.12 of EN-1.
4.7 Criteria for good design for Energy Infrastructure		
Paragraphs 4.7.1 and 4.7.2	The visual appearance of a building, structure, or piece of infrastructure, and how it relates to the landscape it sits within, is sometimes considered to be the most important factor in good design. But high quality and inclusive design goes far beyond aesthetic considerations. The functionality of an object – be it a building or other type of infrastructure – including fitness for purpose and sustainability, is equally important. Applying good design to energy projects should produce sustainable infrastructure sensitive to place, including impacts on heritage, efficient in the use of natural resources, including land-use, and energy used in their construction and operation, matched by an appearance that demonstrates good aesthetic as far as possible. It is acknowledged, however that the nature of energy infrastructure development will often limit the extent to	**Section 18.3.3** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) sets out how the Project responds to 'good design' in respect of seascape, landscape and visual receptors, including how its appearance provides a 'good aesthetic', as far as is possible. Opportunities for enhancement of quality of an area through the 'Good Design' of an offshore windfarm are limited due to the technical and economic requirements associated with producing renewable energy as well as other environmental factors. The need to retain flexibility of WTG numbers, size and location within the windfarm site through the planning stages and assessment of a worst-case scenario (a necessary part of the process that is recognised through the NPS at paragraphs

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
	which it can contribute to the enhancement of the quality of the area.	4.3.11 and 4.3.12) also limits opportunities for good design to a degree, however the Project has undertaken and applied the principles of good design as far as practicable to arrive at the proposed Project design selected for the DCO application. Further information is in the **Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4). As such, the Project can be considered to be in accordance with paragraphs 4.7.1 and 4.7.2 of EN-1.
Paragraph 4.7.5	To ensure good design is embedded within the project development, a project board level design champion could be appointed, and a representative design panel used to maximise the value provided by the infrastructure. Design principles should be established from the outset of the project to guide the development from conception to operation. Applicants should consider how their design principles can be applied post-consent.	Design Principles that guide the Project from conception to operation and a post consent Design Code are set out in the **Design Statement** (Document Reference 4.3). Please see the response under paragraph 4.7.5 in **Table 2.1** of this document. As such, the Project can be considered to be in accordance with paragraph 4.7.5 of EN-1.
Applicant Assessment		
Paragraph 4.7.7	Applicants must demonstrate in their application documents how the design process was conducted and how the proposed design evolved. Where a number of different designs were considered, applicants should set out the reasons why the favoured choice has been selected.	The evolution of the Project design to date is set out in **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4) and in the **Design Statement** (Document Reference 4.3). The duration of the impacts is addressed in **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). Please see also the responses under paragraph 4.7.7 of EN-1 in **Table 2.1** of this document.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		As such, the Project can be considered to be in accordance with paragraphs 4.7.7 of EN-1.
Landscape and Visual		
Paragraph 5.10.1	The landscape and visual effects of energy projects will vary on a case-by-case basis according to the type of development, its location and the landscape setting of the proposed development. In this context, references to landscape should be taken as covering seascape and townscape where appropriate.	**Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) assesses both the sensitivity of the landscape to change, as well as the magnitude of change resulting from the Project, to arrive at a case-by-case assessment of significance. As such, the Project can be considered to be in accordance with paragraph 5.10.1 of EN-1.
Paragraph 5.10.4	Landscape effects arise not only from the sensitivity of the landscape but also the nature and magnitude of change proposed by the development, whose specific siting and design make the assessment a case-by-case judgement.	**Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) assesses both the sensitivity of landscape, seascape and visual receptors; and the magnitude of change resulting from the Project, whose specific siting and design make this a case-by-case judgement. As such, the Project can be considered to be in accordance with paragraph 5.10.4 of EN-1.
Paragraphs 5.10.5 and 5.10.6	Virtually all nationally significant energy infrastructure projects will have adverse effects on the landscape, but there may also be beneficial landscape character impacts arising from mitigation. Projects need to be designed carefully, taking account of the potential impact on the landscape. Having regard to siting, operational and other relevant constraints the aim should be to minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.	The quality, value and sensitivity of the landscape to change are considerations of the assessments set out in **Sections 18.5** to **18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). The design of the Project has been considered and addressed the potential effects on landscape in order to 'minimise harm' by providing embedded environmental measures that address seascape, landscape and visual effects.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		As such, the Project can be considered to be in accordance with paragraphs 5.10.5 and 5.10.6 of EN-1.
Paragraph 5.10.7	National Parks, the Broads and AONBs have been confirmed by the government as having the highest status of protection in relation to landscape and natural beauty. Each of these designated areas has specific statutory purposes. Projects should be designed sensitively given the various siting, operational, and other relevant constraints.	The effects of the Project on National Parks (NP) and AONBs within the SLVIA study area are assessed in **Sections 18.5** to **18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). As such, the Project can be considered to be in accordance with paragraphs 5.10.7 of EN-1.
Paragraph 5.10.8	The duty to seek to further the purposes of nationally designated landscapes also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. In these locations, projects should be sensitively given the various siting, operational, and other relevant constraints. The Secretary of State should be satisfied that measures which seek to further the purposes of the designation are sufficient, appropriate and proportionate to the type and scale of the development.	The potential for the Project to impact upon the nationally designated areas has been considered in **Sections 18.5 to 18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). Regard has been paid to the purpose and special qualities of these nationally designated landscapes. As such, the Project can be considered to be in accordance with paragraphs 5.10.8 of EN-1.
Paragraph 5.10.10	Heritage Coasts are defined areas of undeveloped coastline which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors.	The potential for the Project to impact upon Heritage Coasts has been considered in **Sections 18.5** to **18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). As such, the Project can be considered to be in accordance with paragraphs 5.10.10 of EN-1.
Paragraph 5.10.12	Outside nationally designated areas, there are local landscapes that may be highly valued locally. Where a local development document in England or a local development plan in Wales has policies based on landscape or waterscape character assessment, these should be paid particular attention.	The value of the local landscape is a consideration within the assessment of effects on landscape and seascape character in **Sections 18.5 to 18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). This includes regard to

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
	However, locally valued landscapes should not be used in themselves to refuse consent, as this may unduly restrict acceptable development.	the character, features and special qualities of locally designated landscapes. As such, the Project can be considered to be in accordance with paragraph 5.10.12 of EN-1.
Paragraphs 5.10.13 to 5.10.15	All proposed energy infrastructure is likely to have visual effects for many receptors around proposed sites. The Secretary of State will have to judge whether the visual effects on sensitive receptors, such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the project. Coastal areas are particularly vulnerable to visual intrusion because of the potential high visibility of development on the foreshore, on the skyline and affecting views along stretches of undeveloped coast.	NPS policy recognises that energy infrastructure is likely to have visual effects for many receptors. However, in the case of the Project which is approximately 30km from the northwest coast of England, 50km from the north coast of Wales and 59km from the Isle of Man, significant landscape and seascape effects would be contained within the areas of the Fylde and Sefton coasts which are extensively urbanised. The impacts on visual receptors are assessed in **Sections 18.5 to 18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). This includes consideration of visibility from undeveloped coast. The benefits (including need) of the Project are set out in the **Planning Statement** (Document Reference 4.8), **Chapter 2 Need for the Project** (Document Reference 5.1.2), **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4) and **Environmental Benefit and Net Gain Statement** (Document Reference 4.4), No significant effects on designated landscapes have been identified. The assessment identified that, for much of the study area, views of the Project would be either distant or heavily influenced by the existing offshore windfarms

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		(Burbo Bank, Burbo Bank Extension, North Hoyle, Rhyl Flats and Gwynt y Môr, West of Duddon Sands, Ormonde and Walney windfarms). Significant visual effects identified would be contained within the areas of the Fylde and Sefton coasts, where people have a high sensitivity to changes in the sea views, which are considered to be a fundamental part of the appeal of the coast and settlements at Blackpool, Lytham St Anne's and Southport. Although there would be localised significant effects on views from this section of coast, these visual effects would not result in significant effects on the perceived landscape character, which is extensively urbanised, and its urban/settled character would not be changed as a result of the Project. Measures are embedded as part of the Project to avoid, minimise or reduce any significant environmental effects on seascape, landscape and visual receptors, as far as possible. The reduction in the windfarm site and revised WTG parameters from PEIR to ES has also narrowed the spread (east to west) and the apparent scale of the Project. The siting (and spread) of the Project, at a comparatively long distance offshore, forms the key designed-in measure which minimises potential for significant effects experienced in coastal views. Whilst potentially significant effects have been identified in relation to seascape, landscape and visual receptors along the nearest coastline adjacent to the Project (Fylde and Sefton coastline), where sea views are considered as being a fundamental part of the appeal of

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		the coast and settlements, that does not necessarily mean that it would be unacceptable, particularly considering the existing offshore windfarms in the wider area and the distance the Project is from the coast. Therefore, in view of the approximately 30km distance from shore, the context of other offshore windfarms, the policy in EN-1 paragraph 5.10.5 acknowledging that *"Virtually all nationally significant energy infrastructure projects will have adverse effects on the landscape"*, and the nature of the effects being mainly experienced in built up areas, these do not outweigh the substantial benefits of the Project as nationally significant low carbon infrastructure for which there is a critical national priority (CNP). As such, the Project can be considered to be in accordance with paragraphs 5.10.13 to 5.10.15 of EN-1.
Applicant assessment		
Paragraph 5.10.16	The applicant should carry out a landscape and visual impact assessment and report it in the ES, including cumulative effects (see Section 4.3). Several guides have been produced to assist in addressing landscape issues.	The guidance that has been considered/followed in preparing the assessment is set out in **Section 18.4.1** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) and **Appendix 18.1 SLVIA Methodology** (Document Reference 5.2.18.1), including GLVIA3 (Landscape Institute, 2013) and the relevant seascape and landscape character assessments. The SLVIA identifies and assesses the significance of changes resulting from the construction, operation and maintenance and decommissioning of the Project, but focuses particularly on the operation and maintenance

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		phase as this is when the significant effects are most likely to arise over the long-term due to the presence of new offshore infrastructure above sea level, in particular the offshore WTGs within the windfarm site. The cumulative effect of the Project is assessed in **Section 18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). No significant cumulative effects have been identified as a result of the contribution of the Project with Tier 1 projects (Awel y Môr Offshore Windfarm). The Project has also been assessed as potentially contributing to some visual effects together with Tier 2 projects, experienced from parts of the Fylde and Sefton coasts. The effect derives primarily from the introduction of a new windfarm grouping in the southern Irish Sea, resulting from the Project, Mona Offshore Wind Project and Morgan Offshore Wind Project Generation Assets. This would result in the loss of open sea views, and the effect of multiple WTG arrays across the sea skyline, albeit at long distance. These effects however, due to the distance (>45km) of Mona and Morgan offshore would rarely be perceived and the Project would result in a relatively limited additional contribution to the cumulative effect, over and above its Project-alone effect. As such, the Project can be considered to be in accordance with paragraph 5.10.16 of EN-1.
Paragraphs 5.10.17 and 5.10.18	The landscape and visual assessment should include reference to any landscape character assessment and associated studies as a means of assessing landscape impacts relevant to the proposed project. The applicant's assessment should also take	**Sections 18.5 to 18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) take into account the relevant landscape and

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	account of any relevant policies based on these assessments in local development documents in England and local development plans in Wales. For seascapes, applicants should consult the Seascape Character Assessment and the Marine Plan Seascape Character Assessments, and any successors to the	seascape character assessments as listed in **Table 18.6.** As such, the Project can be considered to be in accordance with paragraphs 5.10.17 and 5.10.18 of EN-1.
Paragraph 5.10.19	The applicant should consider landscape and visual matters in the early stages of siting and design, where site choices and design principles are being established. This will allow the applicant to demonstrate in the ES how negative effects have been minimised and opportunities for creating positive benefits or enhancement have been recognised incorporated into the design, delivery and operation of the scheme.	**Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4) sets out the iterative process that has influenced the siting and design of the Project and how the design process was conducted. The **Design Statement** (Document Reference 4.3) also sets out all considerations that informed the offshore design for the array and the guidance that will be considered going forward. As such, the Project can be considered to be in accordance with paragraph 5.10.19 of EN-1.
Paragraph 5.10.20	The assessment should include the effects on landscape components and character during construction and operation. For projects which may affect a National Park, The Broads or an Areas of Outstanding Natural Beauty the assessment should include effects on the natural beauty and special qualities of these areas.	There are no effects on landscape components as a result of the offshore infrastructure of the Project. There are however potential effects on seascape components of landscape character, and perceived character of landscape receptors and these are assessed in **Sections 18.5** to **18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). There would be no significant effects on views from LDNP, its perceived character or special qualities, which would be subject to negligible levels of change as a result of the Project. It is considered that the Project avoids compromising the purposes of the LDNP designation.

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		The Arnside and Silverdale AONB is located 52.7km from the windfarm site and the Forest of Bowland approximately 50km from the windfarm site. The effect of the Project on the Arnside and Silverdale AONB and Forest of Bowland AONB is assessed as not significant. As such, the Project can be considered to be in accordance with paragraph 5.10.20 of EN-1.
Paragraph 5.10.21	The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include light pollution effects, including on dark skies, local amenity, and nature conservation.	The visual effects of the offshore elements of the Project during construction and operation and maintenance, are addressed in Sections **18.5 to 18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). As such, the Project can be considered to be in accordance with paragraph 5.10.21 of EN-1.
Paragraph 5.10.22	The assessment should also address the landscape and visual effects of noise and light pollution, and other emissions (see Section 5.2 and Section 5.7), from construction and operational activities on residential amenity and on sensitive locations, receptors and views, how these will be minimised.	**Section 18.3.3** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) and **Schedule of Mitigation** (Document Reference 5.5) set out the embedded environmental measures that are included in the Project. This includes a commitment by the Applicant to reduce lighting intensity in certain conditions. The visual effects of operational lighting are assessed in **Section 18.6.3.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). As such, the Project can be considered to be in accordance with paragraph 5.10.22 of EN-1.
Paragraph 5.10.25	In considering visual effects it may be helpful for applicants to draw attention, in the supporting evidence to their applications,	Baseline offshore windfarms are referenced in **Sections 18.5** to **18.7** of **Chapter 18 Seascape,**

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	to any examples of existing permitted infrastructure they are aware of with a similar magnitude of impact on equally sensitive receptors. This may assist the Secretary of State in judging the weight they should give to the assessed visual impacts of the proposed development.	**Landscape and Visual Impact** (Document Reference 5.1.18). As such, the Project can be considered to be in accordance with paragraph 5.10.25 of EN-1.
Mitigation		
Paragraph 5.10.26	Reducing the scale of a project can help to mitigate the visual and landscape effects of a proposed project. However, reducing the scale or otherwise amending the design of a proposed energy infrastructure project may result in a significant operational constraint and reduction in function – for example, electricity generation output. There may, however, be exceptional circumstances, where mitigation could have a very significant benefit and warrant a small reduction in function. In these circumstances, the Secretary of State may decide that the benefits of the mitigation to reduce the landscape and/or visual effects outweigh the marginal loss of function.	The balance between mitigation of visual and landscape effects and operational constraint/reduction in function is considered in the **Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4). As described in **Section 18.3.2** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18), design refinements were made since the PEIR based on ongoing engineering studies, and the worst-case scenario parameters were updated for the ES. The spatial extent of the windfarm site has been reduced eastward and the maximum height of the WTGs has been reduced, with a narrower maximum height range between 290m and 310m to blade tip (above HAT) (compared to the 345m above HAT maximum blade tip height considered in the PEIR). This reduction in the spatial extent and scale of the Project has helped to mitigate the visual and landscape effects of the Project. As such, the Project can be considered to be in accordance with paragraph 5.10.26 of EN-1.
Paragraph 5.10.27	Adverse landscape and visual effects may be minimised through appropriate siting of infrastructure within its	As set out in the **Design Statement** (Document Reference 4.3) the establishment of Design Principles

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
	development site and wider setting. The careful consideration of colours and materials will support the delivery of a well-designed scheme, as will sympathetic landscaping and management of its immediate surroundings.	to shape the design from the outset of the Project ensured account was taken of landscape and seascape considerations in the site selection process and in the evolution of the offshore site and its boundaries, for example where the site area was reduced, thus reducing the lateral spread of the windfarm when viewed from the coast. The Design Code (within the Design Statement) will guide the final detailed design stage of the Project and also includes details such as colouring and consideration of seascape/landscape effects and views out to sea. As such, the Project can be considered to be in accordance with paragraph 5.10.27 of EN-1.
Secretary of State decision making		
Paragraph 5.10.34	The duty to seek to further the purposes of nationally designated landscapes also applies when considering applications for projects outside the boundaries of these areas, which may have impacts within them. The aim should be to avoid harming the purposes of designation or to minimise adverse effects on designated landscapes, and such projects should be designed sensitively given the various siting, operational, and other relevant constraints. The fact that a proposed project will be visible from within a designated area should not in itself be a reason for the Secretary of State to refuse consent.	The potential for the Project to impact upon nationally designated areas has been considered in Sections 18.5 to 18.7 of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). Regard has been paid to the purpose and special qualities of these nationally designated landscapes. It is considered the effects on the LDNP and AONBs are not significant. As such, the Project can be considered to be in accordance with paragraph 5.10.34 of EN-1.
Paragraph 5.10.35	The scale of energy projects means that they will often be visible across a very wide area. The Secretary of State should judge whether any adverse impact on the landscape would be so damaging that it is not offset by the benefits (including need) of the project.	The potential effects on seascape and landscape receptors are addressed in **Sections 18.5** to **18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18).

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EN-1		
		The benefits (including need) of the Project are set out in the **Planning Statement** (Document Reference 4.8), **Chapter 2 Need for the Project** (Document Reference 5.1.2), **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4) and **Environmental Benefit and Net Gain Statement** (Document Reference 4.4). As such, the Project can be considered to be in accordance with paragraph 5.10.35 of EN-1.
Paragraph 5.10.36	In reaching a judgement, the Secretary of State should consider whether any adverse impact is temporary, such as during construction, and/or whether any adverse impact on the landscape will be capable of being reversed in a timescale that the Secretary of State considers reasonable.	Where the seascape, landscape and visual impacts of the Project are temporary or reversible, this is set out in **Sections 18.5** to **18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). As such, the Project can be considered to be in accordance with paragraph 5.10.36 of EN-1.
Paragraph 5.10.37	The Secretary of State should consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to minimise harm to the landscape, including by appropriate mitigation.	The **Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4) set out the iterative process that has influenced the design of the Project. The design process will continue post consent. As such, the Project can be considered to be in accordance with paragraph 5.10.37 of EN-1.
Paragraph 5.10.38	The Secretary of State should consider whether requirements to the consent are needed requiring the incorporation of particular design details that are in keeping with the statutory and technical requirements for landscape and visual impacts.	Please see the response under paragraph 5.10.37 of EN-1 in **Table 2.14** of this document.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
2.1 Introduction		
Paragraph 2.1.8	The assessment principles outlined in Section 4 of EN-1 continue to apply to CNP infrastructure. Applicants must show how any likely significant negative effects would be avoided, reduced, mitigated or compensated for, following the mitigation hierarchy. Early application of the mitigation hierarchy is strongly encouraged, as is engagement with key stakeholders including SNCBs, both before and at the formal pre-application stage.	The Project has applied the mitigation hierarchy effectively through the embedded measures incorporated within the Project design (**Section 18.3.3** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). Significant effects in EIA terms on seascape, landscape and visual receptors have been reduced or mitigated following the mitigation hierarchy, including embedded design measures to reduce effects. The residual effects arising from the Project (CNP infrastructure) that are not capable of being addressed by application of the mitigation hierarchy are assessed in **Section 18.5** to **Section 18.8**. As such, the Project can be considered to be in accordance with paragraph 2.1.8 of EN-3.
2.5 Consideration of good design for energy infrastructure		
Paragraph 2.5.2	Proposals for renewable energy infrastructure should demonstrate good design, particularly in respect of landscape and visual amenity, opportunities for co-existence/co-location with other marine and terrestrial uses, and in the design of the project to mitigate impacts such as noise and effects on ecology and heritage.	**Section 18.3.3** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) sets out how the Project responds to 'good design' in respect of seascape, landscape and visual receptors, to mitigate impacts, as far as is possible. Design principles have been established to guide the design of the Project and are set out in the **Design Statement** (Document Reference 4.3). As such, the Project can be considered to be in accordance with paragraph 2.5.2 of EN-3.
Paragraph 2.8.74	Owing to the complex nature of offshore wind farm development, many of the details of a proposed scheme may	The need for a level of flexibility within the Project design envelope is well established and described in

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
	be unknown to the applicant at the time of the application to the Secretary of State. Such aspects may include: ▪ the precise location and configuration of turbines and associated development. ▪ the foundation type and size. ▪ the installation technique or hammer energy. ▪ the exact turbine blade tip height and rotor swept area. ▪ the cable type and precise cable or offshore transmission route. ▪ the exact locations of offshore and/or onshore substations.	**Chapter 5 Project Description** (Document Reference 5.1.5). The key parameters (realistic worst-case scenarios) for assessment that have been used to inform the assessment of the maximum adverse case for the purpose of SLVIA are set out in **Section 18.3.2** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). Please also see the response under paragraphs 2.6.1 and 2.6.2 of EN-3 in **Table 2.2** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.64 of EN-3.
Seascape and visual effects		
Impacts		
Paragraphs 2.8.195 and 2.8.196	Seascape is an additional issue for consideration given that it is an important environmental, cultural and economic asset. This is especially so where seascape provides the setting for a nationally designated landscape (National Park, The Broads or AONB) and as a defined special quality of the area supports the delivery of the designated area's statutory purpose. This is also an important consideration for stretches of coastline identified as Heritage Coasts, which are associated with a largely undeveloped coastal character. Seascape is a discrete area, with views of the coast or seas, and coasts and the adjacent marine environment with cultural, historical and archaeological links with each other.	The potential operational effects of the Project on seascape, landscape and visual receptors are assessed in **Section 18.5** to **Section 18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). Relevant seascape and landscape marine plan policies have also been considered in the **Marine Plan Policy Review** (Document Reference 4.7). As such, the Project can be considered to be in accordance with paragraphs 2.8.195 and 2.8.196 of EN-3.
Paragraph 2.8.207	Applicants should follow relevant guidance including, but not limited to seascape and landscape character assessments,	Relevant seascape character assessments have been referenced as set out in **Table 18.6** of **Chapter 18**

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	landscape sensitivity assessments, and marine plan seascape character assessments (e.g., NRW Marine Character Areas (with associated guidance) England's marine plans).	**Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). Relevant seascape and landscape marine plan policies have also been considered in the **Marine Plan Policy Review** (Document Reference 4.7). As such, the Project can be considered to be in accordance with paragraph 2.8.207 of EN-3.
Paragraph 2.8.208	Where a proposed offshore wind farm will be visible from the shore and would be within the setting of a nationally designated landscape with potential effects on the area's statutory purpose, a seascape, landscape and visual impact assessment (SLVIA) should be undertaken in accordance with the relevant offshore wind farm EIA policy and the latest Offshore Energy SEA, including the White 2020 report. The SLVIA should be proportionate to the scale of the potential impacts. This will always be the case where a coastal National Park, the Broads or AONB, or a Heritage Coast or their setting is potentially affected.	It is considered that the SLVIA is proportionate to the scale of the potential impacts and the assessment in **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) includes the effects on the settings of nationally designated landscapes. The SLVIA scope has been informed through consultation with stakeholders during statutory, non-statutory and EPP, which influenced the SLVIA, including consideration of the maximum design scenario, the number and location of viewpoints, the approach taken to assessment at each location, and detail presented in contextualizing key assessment criteria such as magnitude and susceptibility. The SLVIA is, therefore, directly proportional to the scale of potential impacts and the quantum of feedback provided. Further information is in the **Consultation Report** (Document Reference 4.1), **Design Statement** (Document Reference 4.3)**, Appendix 18.1 SLVIA Methodology** (Document Reference 5.2.18.1), **Appendix 18.3 SLVIA Viewpoint Assessment** (Document Reference 15.2.18.3).

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		As such, the Project can be considered to be in accordance with paragraph 2.8.208 of EN-3.
Paragraph 2.8.209	Where necessary, assessment of the seascape should include an assessment of four principal considerations on the likely effect of offshore wind farms on the coast: ▪ the limit of visual perception from the coast under poor, good and best lightening conditions; ▪ the effects of navigation and hazard prevention lighting on dark night skies; ▪ individual landscape and visual characteristics of the coast and the special qualities of designated landscapes, such as World Heritage Sites and National Parks, which limits the coasts capacity to absorb a development; and ▪ how people perceive and interact with the coast and natural seascape.	The range and frequency of visibility of the Project from the coast is illustrated in **Figure 18.15** (Blade Tip ZTV with Met Office Visibility Range) of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) and has been considered in the visual baseline of the ES. The characteristics and special qualities of the coast in relation to designated landscapes and how people perceive and interact with the coast and seascape are assessed in **Sections 18.5 to 18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). As such, the Project can be considered to be in accordance with paragraph 2.8.209 of EN-3.
Paragraph 2.8.210	As part of the SLVIA, photomontages will be required. Viewpoints to be used for the SLVIA should be selected in consultation with the statutory consultees at the EIA Scoping stage.	Viewpoints were agreed in consultation with statutory consultees as described in **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) and the **Consultation Report** (Document Reference 4.1). Photomontage and wireline visualisations, with corresponding viewpoint photography, have been prepared are included in **Figures 18.24 to 18.47** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18). As such, the Project can be considered to be in accordance with paragraph 2.8.210 of EN-3.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Paragraph 2.8.211	Applicants should assess the magnitude and significance of change to both the identified seascape receptors (such as seascape and landscape units, visual receptors and the special qualities of designated landscapes) in accordance with the standard methodology for SLVIA.	The methodology for the assessment of the magnitude of change to seascape receptors is summarised in **Section 18.4** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) and set out in full in **Appendix 18.1 SLVIA Methodology** (Document Reference 5.2.18.1). As such, the Project can be considered to be in accordance with paragraph 2.8.211 of EN-3.
Paragraph 2.8.212	Where appropriate, cumulative SLVIA should be undertaken in accordance with the policy on cumulative assessment outlined in Section 5.10.17 of EN-1.	Cumulative SLVIA is undertaken within **Section 18.7** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) in accordance with the policy on cumulative assessment outlined in Section 5.10.17 of NPS EN-1. As such, the Project can be considered to be in accordance with paragraph 2.8.212 of EN-3.
Mitigation		
Paragraphs 2.8.263 and 2.8.264	Neither the design nor scale of individual wind turbines can be changed without significantly affecting the electricity generating output of the wind turbines. Therefore, the Secretary of State should expect it to be unlikely that mitigation in the form of reduction in scale will be feasible. However, the siting layout of the turbines should be designed appropriately to minimise harm, considering other constraints such as ecological effects, safety reasons or engineering and design parameters.	The specific layout of the WTGs has not been defined at this stage. However, **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) has assessed the realistic worst-case scenario and sets out the mitigation that is being included in order to reduce the potential for seascape, landscape and visual effects, set out in the **Schedule of Mitigation** (Document Reference 5.5). The Applicant has reduced the spatial extent of the windfarm site since the PEIR stage. The windfarm site now occupies 87km^2 instead of 125km^2 assessed at the PEIR. As a consequence, there is a reduction in the lateral spread of WTGs when viewed from the coast,

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		particularly from the north and the south. The maximum WTG tip height has also been reduced since PEIR, reducing the scale of the Project. Further information is in the **Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4). As such, the Project can be considered to be in accordance with paragraphs 2.8.263 and 2.8.264 of EN-3.
Paragraph 2.8.351	Where a proposed offshore wind farm is within sight of the coast, there may be adverse effects. The Secretary of State should not refuse to grant consent for a development solely on the ground of an adverse effect on the seascape or visual amenity unless: ▪ they consider that an alternative layout within the identified site could be reasonably proposed which would minimise any harm, taking into account other constraints that the applicant has faced such as ecological effects, while maintaining safety or economic viability of the application; or they take account of the sensitivity of the receptor(s) and impacts on the statutory purposes of designated landscapes as set out in Section 5.10 of EN-1; and decide that the harmful effects to outweigh the benefits of the proposed scheme. See also Critical National Priority (Section 3 of EN3)	**The Design Statement** (Document Reference 4.3) and **Chapter 4 Site Selection and Assessment of Alternatives** (Document Reference 5.1.4) sets out the iterative design process and alternatives that have been considered. The assessment of effects on seascape, landscape and visual receptors undertaken in **Sections 18.5 to 18.1** of **Chapter 18 Seascape, Landscape and Visual Impact** (Document Reference 5.1.18) has found that although the Project is within sight from the coast, adverse effects are minimised due to its distance offshore and there are no significant effects on nationally designated landscapes and the statutory purpose of AONBs in the SLVIA study area will not be compromised by the Project, all of which are located over 48km from the Project. The **Design Statement** (Document Reference 4.3) establishes the position of all structures along the perimeter will be arranged, per the standards set out in MGN654, in order to aid visual navigation and to avoid outliers as far as is practicable within the shape of the

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
		Project site boundary. Therefore an alternative layout could not reasonably be proposed which further reduces any harm, in particular considering the ecological benefits of the air gap and the economic and energy affordability benefits of WTG scale and layout density. Therefore, in view of the approximately 30km distance from shore, the context of other offshore windfarms, the policy in EN-1 paragraph 5.10.5 acknowledging that "Virtually all nationally significant energy infrastructure projects will have adverse effects on the landscape", and the nature of the effects being mainly experienced in built up areas, these do not outweigh the substantial benefits of the Project as nationally significant low carbon infrastructure for which there is a CNP. As such, the Project can be considered to be in accordance with paragraphs 2.8.351 of EN-3.

2.15 Health

32. **Table 2.15** sets out the Project's accordance with relevant policies relating to health.

Table 2.15 Accordance with NPS policy on health

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
4.3 Environmental Effects/Considerations		
Paragraphs 4.3.1 – 4.3.3	All proposals for projects that are subject to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) must be accompanied by an Environmental Statement (ES) describing the aspects of the environment likely to be significantly affected by the project. The Regulations specifically refer to effects on population, human health, biodiversity, land, soil, water, air, climate, the landscape, material assets and cultural heritage, and the interaction between them. The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects.	**Chapter 19 Human Health** (Document Reference 5.1.19) has assessed the direct and indirect, positive and negative, cumulative, transboundary, short and long term, permanent and temporary effects of the Project. **Section 19.4** includes the methodology for assessment. **Section 19.6** contains the human health assessment. The Project does not engage in nuisances of the Environmental Protection Act (EPA) as set out in the **Statutory Nuisance Statement** (Document Reference 4.17). As such, the Project can be considered to be in accordance with paragraphs 4.3.1 to 4.3.3 of EN-1.
4.4 Health		
Paragraph 4.4.1	Energy infrastructure has the potential to impact on the health and well-being ("health") of the population. Access to energy is clearly beneficial to society and to our health as a whole. However, the construction of energy infrastructure and the production, distribution and use of energy may have negative impacts on some people's health.	**Chapter 19 Human Health** (Document Reference 5.1.19) has considered the effects on the population and features of the population have been considered, including age, income status, health status, social disadvantages and access/geographical.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		As such, the Project can be considered to be in accordance with paragraph 4.4.1 of EN-1.
Paragraphs 4.4.4 and 4.4.5	As described in the relevant sections of this NPS and in the technology specific NPSs, where the proposed project has an effect on humans, the ES should assess these effects for each element of the project, identifying any potential adverse health impacts, and identifying measures to avoid, reduce or compensate for these impacts as appropriate. The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate.	**Chapter 19 Human Health** (Document Reference 5.1.19) has considered the benefits, adverse effects and cumulative impacts on health. Renewable energy generation supports avoiding adverse health effects associated with climate change. These include extreme temperature effects, infectious diseases occurrence, food insecurity and injury. These effects relate to the UK population, but also the global population, particularly deprived populations in low- and middle-income countries. Access to electricity supplies is important for many daily activities that support good health and facilitate healthcare services. The Project provides energy security equivalent to over half a million homes. Cumulative effects have been considered and are not expected to give rise to any additional significant effects for public health in EIA terms. As such, the Project can be considered to be in accordance with paragraphs 4.4.4 and 4.4.5 of EN-1.
Secretary of State decision making		
Paragraphs 4.4.7 and 4.4.8	Generally, those aspects of energy infrastructure which are most likely to have a significantly detrimental impact on health are subject to separate regulation (for example for air pollution) which will constitute effective mitigation of them, so that it is unlikely that health concerns will either by themselves constitute a reason to refuse consent or require specific mitigation under the Planning Act 2008.	Given the Project is remote to human health receptors the main pathway is marine recreation, which is considered in **Section 19.6** of **19 Human Health** (Document Reference 5.1.19), informed by **Chapter 17 Infrastructure and Other Users** (Document Reference 5.1.17) and **Chapter 20 Socio-**

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
	However, not all potential sources of health impacts will be mitigated in this way and the Secretary of State may want to take account of health concerns when setting requirements relating to a range of impacts such as noise.	**economics, Tourism and Recreation** (Document Reference 5.1.20). The assessment in **Chapter 19 Human Health** identified that effects would be negligible to minor adverse and negligible to moderate beneficial. Beneficial effects are expected whilst the windfarm is operational, relating to the positive impacts on climate change, and the public health improvements derived from access to clean and secure energy. Beneficial health effects due to socio-economic factors (income and employment) and workforce upskilling are also expected to be realised during all project phases. The Applicant has produced an **Outline Skills and Employment Plan** (Document Reference 6.11) which would be secured by a requirement of the **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraphs 4.4.7 and 4.4.8 of EN-1.

2.16 Socio-economics, tourism and recreation

33. **Table 2.16** sets out the Project's accordance with relevant policies relating to socio-economics, tourism and recreation.

Table 2.16 Accordance with NPS policy on socio-economics, tourism and recreation

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
5.13 Socio-economics Impacts		
Applicant assessment		
Paragraph 5.13.2	Where the project is likely to have socio-economic impacts at local or regional levels, the applicant should undertake and include in their application an assessment of these impacts as part of the ES.	**Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20) considers the impacts on socio-economics and tourism from the construction, operations and maintenance and decommissioning of the Project. The Local Economic Area (LEA) used in the economic assessment includes regions of North West England and Wales. Considerations of impacts on the tourism economy and assets are considered at a more local level. The economic impacts in relation to topics assessed in other chapters, such as commercial fisheries and shipping and navigation are considered in the assessments within **Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20). As such, the Project can be considered to be in accordance with paragraph 5.13.2 of EN-1.
Paragraph 5.13.3	The applicant is strongly encouraged to engage with relevant local authorities during early stages of project development so	Stakeholder engagement has been undertaken for socio-economics with relevant local authorities throughout the pre-application stage, noting that the

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
	that the applicant can gain a better understanding of local or regional issues and opportunities.	Project is entirely offshore. Further information is in the **Consultation Report** (Document Reference 4.1). As such, the Project can be considered to be in accordance with paragraph 5.13.3 of EN-1.
Paragraph 5.13.4	The applicant's assessment should consider all relevant socio-economic impacts, which may include: ▪ the creation of jobs and training opportunities. Applicants may wish to provide information on the sustainability of the jobs created, including where they will help to develop the skills needed for the UK's transition to Net Zero ▪ the contribution to the development of low-carbon industries at the local and regional level as well as nationally ▪ the provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities ▪ any indirect beneficial impacts for the region hosting the infrastructure, in particular in relation to use of local support services and supply chains ▪ effects (positive and negative) on tourism and other users of the area impacted ▪ the impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure. This could change the local population dynamics and could alter the demand for services and facilities in the settlements nearest to the construction work (including community facilities and physical infrastructure such as energy, water, transport	**Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20) has considered all relevant socio-economic impacts: ▪ Impacts on employment are considered in **Sections 20.6** of **Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20). The sustainability of jobs is considered alongside the impact on employment from the Project in **Section 20.6** and **Section 20.7** of **Chapter 20 Socio-economics, Tourism and Recreation**. ▪ The impacts on Gross Value Added (GVA) and employment include indirect/supply chain impacts as considered in **Section 20.6** and **Section 20.7** of **Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20). ▪ The Applicant has prepared an **Outline Skills and Employment Plan** (Document Reference 6.11) to identify opportunities for skills development post consent. Given the Project is offshore and therefore no significant socio-economic effects have been identified, onshore provisions are considered as part of the

Paragraph Reference	NPS Policy	Accordance with the NPS
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	and waste). There could also be effects on social cohesion depending on how populations and service provision change as a result of the development ▪ cumulative effects - if development consent were to be granted to for a number of projects within a region and these were developed in a similar timeframe, there could be some short-term negative effects, for example a potential shortage of construction workers to meet the needs of other industries and major projects within the region	Transmission Assets, which is subject to a separate DCO application. ▪ The contribution to the development of low-carbon industries is considered in **Section 20.6.2** and **20.6.3** of **Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20). ▪ The key port locations servicing the Project have not been determined at this stage and socio-economic impacts have been assessed at the level of the LEA, which covers multiple local authorities in the North West of England and Wales. ▪ Cumulative effects are considered in **Section 20.7** of **Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20). As such, the Project can be considered to be in accordance with paragraph 5.13.4 of EN-1.
Paragraph 5.13.5	Applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and should also refer to how the development's socio-economic impacts correlate with local planning policies.	A baseline of existing socio-economic conditions and tourism activity is provided in **Section 20.5** of **Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20) As such, the Project can be considered to be in accordance with paragraph 5.13.5 of EN-1.
Paragraph 5.13.6	Socio-economic impacts may be linked to other impacts, for example visual impacts considered in Section 5.10 but may also have an impact on tourism and local businesses. Applicants are	Links with other impacts are considered in **Section 20.9** of **Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20).

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
	encouraged, where possible, to demonstrate that local suppliers have been considered in any supply chain.	Both the ES chapter and the **Outline Skills and Employment Plan** (Document Reference 6.11) consider maximising economic and employment benefits. As such, the Project can be considered to be in accordance with paragraph 5.13.6 of EN-1.
Paragraph 5.13.7	Applicants should consider developing accommodation strategies where appropriate, especially during construction and decommissioning phases, that would include the need to provide temporary accommodation for construction workers if required.	The demand for accommodation will be determined by the level of employment which is supported at each phase. This is considered in **Section 20.6** and **Section 20.7** of **Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20). Given workforce assumptions, it is not expected that significant impacts to accommodation would occur. As such, the Project can be considered to be in accordance with paragraph 5.13.7 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Mitigation		
Paragraph 5.13.8	The Secretary of State should consider whether mitigation measures are necessary to mitigate any adverse socio-economic impacts of the development. For example, high quality design can improve the visual and environmental experience for visitors and the local community alike.	Paragraph 5.13.8 is not applicable to the Project. The Project does not have adverse socio-economic impacts requiring mitigation. The Applicant reduced the spatial extent of the windfarm site since the PEIR stage and the windfarm site now occupies 87km^2, instead of the 125km^2 assessed at the PEIR. This, and a reduction in the maximum height of WTGs, has resulted in a reduction in the potential visual impacts on seascape from WTGs when viewed from the coast, particularly from the north and the south. The Applicant will also apply good design post-consent through the application of the Design Code, as set out in the **Design Statement** (Document Reference 4.3), which includes consideration of seascape landscape and visual impacts. The Applicant is submitting the **Outline Skills and Employment Plan** (Document Reference 6.11) part of the DCO application to explore where benefits can be maximised through its procurement process. These measures will be developed post-consent. A Skills and Employment Plan, substantially in accordance with the **Outline Skills and Employment Plan** (Document Reference 6.11) would be secured prior to construction by Requirement 9 in the **draft DCO** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 5.13.8 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Secretary of State decision making		
Paragraph 5.13.9	The Secretary of State should have regard to the potential socio-economic impacts of new energy infrastructure identified by the applicant and from any other sources that the Secretary of State considers to be both relevant and important to its decision.	The effect of the construction and operation of the Project on GVA and employment was assessed as beneficial, this was however, not assessed to be significant with respect to the LEA nor the UK. In addition, no significant effects were identified with respect to community and social assets, the tourism economy nor recreational activity. Overall, the assessment found the Project across all phases is expected to have no significant effects upon the receptors considered, including on those located on the Isle of Man. As such, the Project can be considered to be in accordance with paragraph 5.13.9 of EN-1.
Paragraph 5.13.12	The Secretary of State may wish to include a requirement that specifies the approval by the local authority of an employment and skills plan detailing arrangements to promote local employment and skills development opportunities, including apprenticeships, education, engagement with local schools and colleges and training programmes to be enacted.	Whilst the socio-economic effects of the Project are assessed to be not significant a Skills and Employment Plan, substantially in accordance with the **Outline Skills and Employment Plan** (Document Reference 6.11) would nonetheless be secured prior to construction by Requirement 9 in the **draft DCO** (Document Reference 3.1). This would include measures which seek to maximise the local benefits associated with the development, construction, operations and maintenance, and decommissioning of the Project through its procurement process. As such, the Project can be considered to be in accordance with paragraph 5.13.12 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-3		
Offshore wind impacts: navigation and shipping		
Paragraph 2.8.178	Offshore wind farms and offshore transmission will occupy an area of the sea or sea bed. For offshore wind farms in particular it is inevitable that there will be an impact on navigation in and around the area of the site. This is relevant to both commercial and recreational users of the sea who may be affected by disruption or economic loss because of the proposed offshore wind farm and/or offshore transmission.	The economic impacts in relation to topics assessed in other ES chapters, such as commercial fisheries, shipping and navigation and recreational users are considered in **Chapter 20 Socio-economics, Tourism and Recreation** (Document Reference 5.1.20). Please also see the response under paragraph 2.8.178 of EN-3 **in Table 2.10** of this document. As such, the Project can be considered to be in accordance with paragraph 2.8.178 of EN-3.

2.17 Climate change

34. **Table 2.17** sets out the Project's accordance with relevant policies relating to adaptation and resilience to climate change.

Table 2.17 Accordance with NPS policy on climate change

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
4.10 Climate Change Adaptation and Resilience		
Applicant assessment		
Paragraphs 4.10.8 to 4.10.12	New energy infrastructure will typically need to remain operational over many decades, in the face of a changing climate. Consequently, applicants must consider the direct (e.g. site flooding, limited water availability, storms, heatwave and wildfire threats to infrastructure and operations) and indirect (e.g. access roads or other critical dependencies impacted by flooding, storms, heatwaves or wildfires) impacts of climate change when planning the location, design, build, operation and, where appropriate, decommissioning of new energy infrastructure. The ES should set out how the proposal will take account of the projected impacts of climate change, using government guidance and industry standard benchmarks such as the Climate Change Allowances for Flood Risk Assessments, Climate Impacts Tool, and British Standards for climate change adaptation, in accordance with the EIA Regulations. Applicants should assess the impacts on and from their proposed energy project across a range of climate change scenarios, in line with appropriate expert advice and guidance available at the time. Applicants should demonstrate that proposals have a high level of climate resilience built-in from the outset and should also	The Climate Change Resilience Assessment (CCRA) presents the projected impacts of climate change across a range of scenarios and considers the direct impacts of climate change on the Project provided in **Section 21.6.2** and **Section 21.7.2** of **Chapter 21 Climate Change** (Document Reference 5.1.21) respectively. Climate change resilience measures have been considered as part of the assessment and outlined in **Section 21.3.3.2**. The key climate variables for the Project are temperature, precipitation, wind speed, sea conditions and sea temperature. The Project has been designed with sufficient safety margins to account for extreme weather events such as storm surges and high winds. The construction phase of the Project is considered to have low vulnerability to climate change hazards due to the short construction timescale and best practice measures in the construction sector. There is a low likelihood of climate change impacts to adversely affect the Project during its operation and

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
	demonstrate how proposals can be adapted over their predicted lifetimes to remain resilient to a credible maximum climate change scenario. These results should be considered alongside relevant research which is based on the climate change projections. Where energy infrastructure has safety critical elements, the applicant should apply a credible maximum climate change scenario. It is appropriate to take a risk-averse approach with elements of infrastructure which are critical to the safety of its operation.	maintenance phase, and any effects of climate change on the Project are considered to be not significant in EIA terms. As such the Project can be considered to be in accordance with paragraphs 4.10.8 to 4.10.12 of EN-1.
Secretary of State decision making		
Paragraph 4.10.13	The Secretary of State should be satisfied that applicants for new energy infrastructure have taken into account the potential impacts of climate change using the latest UK Climate Projections and associated research and expert guidance (such as the EA's Climate Change Allowances for Flood Risk Assessments or the Welsh Government's Climate change allowances and flood consequence assessments) available at the time the ES was prepared to ensure they have identified appropriate mitigation or adaptation measures. This should cover the estimated lifetime of the new infrastructure, including any decommissioning period.	Please refer to the response under paragraphs 4.10.8 to 4.10.12 of EN-1 in **Table 2.17**. As such the Project can be considered to be in accordance with paragraph 4.10.13 of EN-1.
5.3 Greenhouse Gas Emissions		
Applicant Assessment		
Paragraph 5.3.4	All proposals for energy infrastructure projects should include a GHG assessment as part of their ES (See Section 4.3). This should include:	The Applicant has undertaken a GHG assessment which considers the construction, operation and maintenance, and decommissioning phases of the Project in isolation and combined over the whole lifecycle, along with their effect significance. This

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
	A whole life GHG assessment showing construction, operational and decommissioning GHG impacts, including impacts from change of land use. An explanation of the steps that have been taken to drive down the climate change impacts at each of those stages. Measurement of embodied GHG impact from the construction stage. How reduction in energy demand and consumption during operation has been prioritised in comparison with other measures. How operational emissions have been reduced as much as possible through the application of best available techniques for that type of technology. Calculation of operational energy consumption and associated carbon emissions. Whether and how any residual GHG emissions will be (voluntarily) offset or removed using a recognised framework. Where there are residual emissions, the level of emissions and the impact of those on national and international efforts to limit climate change, both alone and where relevant in combination with other developments at a regional or national level, or sector level, if sectoral targets are developed.	assessment is set out in **Chapter 21 Climate Change** (Document Reference 5.1.21). Total GHG emissions resulting from the construction, operation and maintenance, and decommissioning phases of the Project were estimated to be 1.4 Mt CO_2e. Construction emissions contributed the largest proportion of the Project lifecycle emissions, accounting for 62.2% of the overall footprint. The Project will save emissions saved from the provision of renewable energy to the grid to replace other forms of generation (ca.36 Mt CO_2e saved during operation when considering displacement of electricity generated using non-renewable fuels). Therefore the Project will result in a positive contribution to the UK meeting its emission reduction targets. The whole lifecycle GHG combined intensity of the Project (Generation Assets) and the Transmission Assets (including both the Morecambe and Morgan transmission assets) was estimated to be 32.8g CO_2e/kWh. This compares favourably with other forms of fossil fuel electricity generation based on their predicted lifecycle GHG intensities: ▪ Unabated Combined Cycle Gas Turbine: 380 to 500g per CO2e/ kWh ▪ Gas with CCS: 90 to 245g per CO2e /kWh ▪ Coal with CCS: 80 to 310g CO2e/kWh The emissions associated with the whole lifecycle of both the Generation Assets and the Transmission

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		Assets are far exceeded by the avoided emissions which they enable, and any GHG emissions released would be fully offset within the operational lifetime of the Project. As such, the Project can be considered to be in accordance with paragraph 5.3.4 of EN-1.
Mitigation		
Paragraphs 5.3.5 to 5.3.7	A GHG assessment should be used to drive down GHG emissions at every stage of the proposed development and ensure that emissions are minimised as far as possible for the type of technology, taking into account the overall objectives of ensuring our supply of energy always remains secure, reliable and affordable, as we transition to net zero. Applicants should look for opportunities within the proposed development to embed nature-based or technological solutions to mitigate or offset the emissions of construction and decommissioning. Steps taken to minimise and offset emissions should be set out in a GHG Reduction Strategy, secured under the Development Consent Order. The GHG Reduction Strategy should consider the creation and preservation of carbon stores and sinks including through woodland creation, hedgerow creation and restoration, peatland restoration and through other natural habitats.	Project-level GHG mitigation is being incorporated into the design development process for the Project wherever it is practicable. The Project has applied a process of reducing GHG by a mitigation hierarchy in **Table 1.3** of **Chapter 21 Climate Change** (Document Reference 5.1.21). The emissions associated with the whole lifecycle of both the Generation Assets and the Transmission Assets are far exceeded by the avoided emissions which they enable, and any GHG emissions released would be fully offset within the operational lifetime of the Project. Given, the Project would fully offset GHG emissions incurred during the entire lifecycle, a GHG Reduction Strategy is not necessary. As such the Project can be considered to be in accordance with paragraphs 5.3.5 to 5.3.7 of EN-1.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
Secretary of State decision making		
Paragraphs 5.3.8 and 5.3.9	The Secretary of State must be satisfied that the applicant has as far as possible assessed the GHG emissions of all stages of the development. The Secretary of State should be content that the applicant has taken all reasonable steps to reduce the GHG emissions of the construction and decommissioning stage of the development.	As set out in **Chapter 21 Climate Change** (Document Reference 5.1.21), the Applicant has undertaken a GHG assessment which considers the construction, operation and maintenance, and decommissioning phases of the Project in isolation and combined over the whole lifecycle, along with their effect significance. Project-level GHG mitigation is being incorporated into the design development process for the Project wherever it is practicable to do so. The Project has applied a process of reducing GHG by a mitigation hierarchy in **Table 1.3** of **Chapter 21 Climate Change** (Document Reference 5.1.21). The Project will have a significant beneficial effect in climate change terms established by **Chapter 21 Climate Change** (Document Reference 5.1.21) including from the saving of around 36 Mt of CO_2e, through displacement of demand from traditional non-renewable fuels, or 1.03 Mt per year, consistent with accepted levels of emissions from non-renewable electricity generation. As also set out in the **Planning Statement** (Document Reference 4.8), this Project benefit to be taken into account under paragraph 4.1.5 of NPS EN-1. Please refer to the response under paragraph 5.3.4 of EN-1 in **Table 2.17**. As such the Project can be considered to be in accordance with paragraphs 5.3.8 and 5.3.9 of EN-1.

2.18 Traffic and transport

35. **Table 2.18** sets out the Project's accordance with relevant policies relating to traffic and transport.

Table 2.18 Accordance with NPS policy on traffic and transport

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
5.14 Traffic and Transport		
Applicant assessment		
Paragraph 5.14.5	If a project is likely to have significant transport implications, the applicants ES should include a transport appraisal.	**Chapter 22 Traffic and Transport** (Document Reference 5.1.22) presents the initial transport appraisal and approach to securing further detailed assessment (if required). As such, the Project can be considered to be in accordance with paragraph 5.14.5 of EN-1.
Paragraph 5.14.6	Applicants should consult National Highways and Highways Authorities as appropriate on the assessment and mitigation.	It is not normally practicable to transport major offshore windfarm components via the UK road network therefore the Applicant has scoped out the onshore traffic and transport impacts of offshore construction, operation and maintenance and decommissioning. **Section 22.4.3** of **Chapter 22 Traffic and Transport** (Document Reference 5.1.22) confirms that the approach to assessment outlined in this chapter has been agreed with National Highways and Lancashire County Council at a meeting on the 16 March 2023 and is an approach agreed and secured in The Dogger Bank Teesside A and B Offshore Wind Farm Order 2015.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		Further information is also in the **Consultation Report** (Document Reference 3.1). As such, the Project can be considered to be in accordance with paragraph 5.14.6 of EN-1.
Paragraph 5.14.7	The applicants should prepare a travel plan including demand management and monitoring measures to mitigate transport impacts. The applicants should also provide details of proposed measures to improve access by active, public and shared transport.	**Section 22.6** of **Chapter 22 Traffic and Transport** (Document Reference 5.1.22) outlines the proposed approach to managing potential effects. The **draft DCO** (Document Reference 3.1) includes a requirement to confirm if a Port Access and Transport Plan (PATP) is required and, if required, the PATP, which must be in accordance with the **Outline Port Access and Transport Plan** (Document Reference 6.7), is to be submitted to and approved by the relevant planning authority in consultation with the relevant highway authority. The requirement to produce a final PATP would be agreed upon in consultation with the relevant planning authority once the selected port(s) are known (e.g., if it is established that the preferred port(s) require new permission to service the Project). The final PATP would be specific to the port(s) selected and would provide details of the existing port permissions, forecast construction and operational traffic demand, and related effects associated with these phases of the Project. The final PATP would also include an evaluation of relevant national and local policy, potential traffic and transport effects (including cumulative effects) associated with construction and operational and maintenance movements.

Paragraph Reference	NPS Policy	Accordance with the NPS
EN-1		
		As such, the Project can be considered to be in accordance with paragraph 5.14.7 of EN-1.
Paragraph 5.14.8	The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).	Please see the response under paragraph 5.14.7 of EN-1 in **Table 2.18** of this document.
Secretary of State decision making		
Paragraph 5.14.21	The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision.	The potential for significant traffic and transport impacts onshore arising from the offshore wind farm have been screened out, but notwithstanding the Applicant has provided mitigation in terms of a PATP (if required) to be approved, bespoke to the port(s) to be selected. As such the Project can be considered to be in accordance with paragraph 5.14.21 of EN-1

3 References

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